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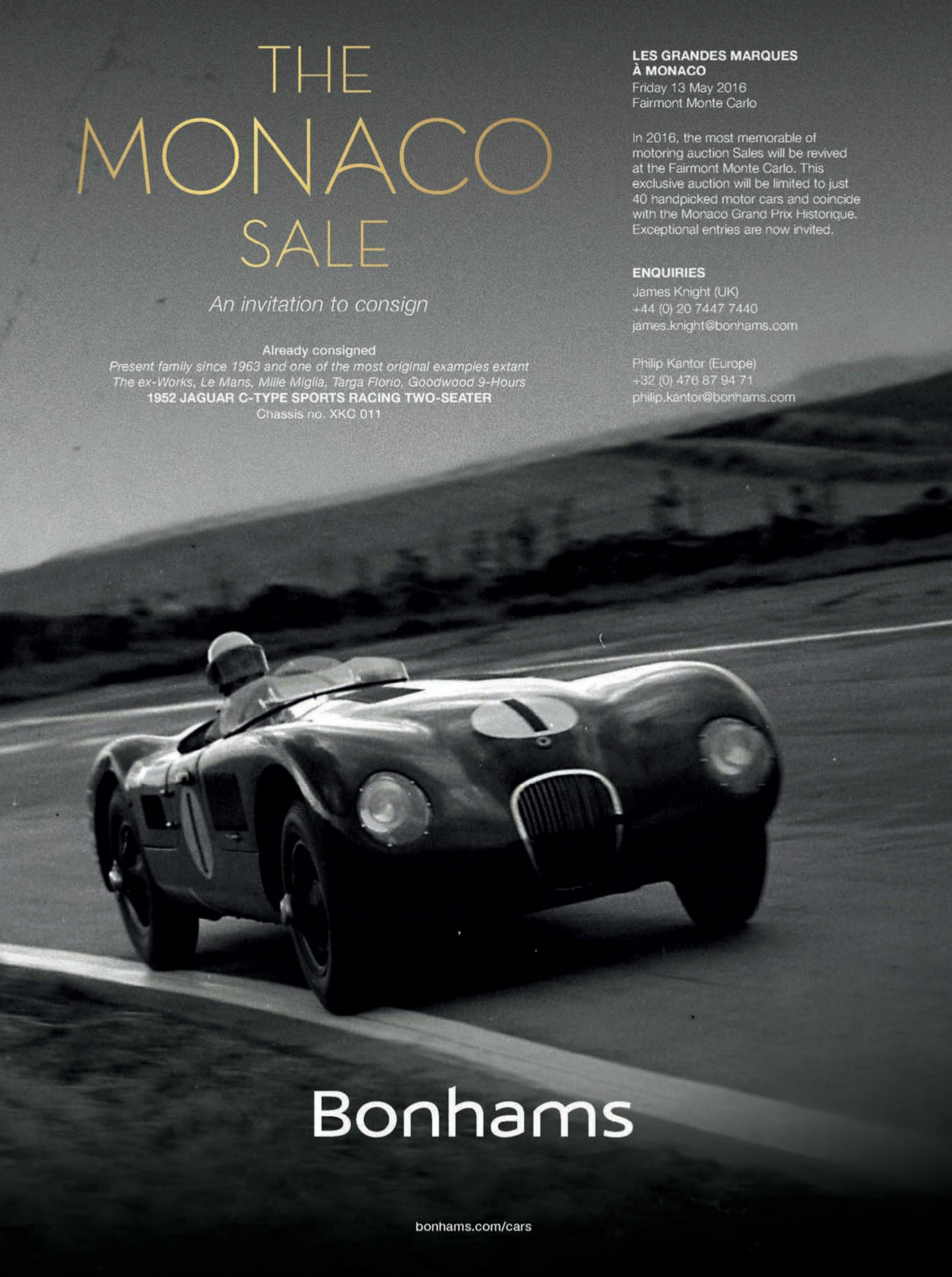
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REGENERATION GAME

104
Jag's first family of saloons: Mk1, Mk2, S-type and 420



NEWS

Editorial 4
The gallery 6
Best of 2015 8
News 14
Your events 20
Sport 23
Lost & found 26

COMMENT

Mick Walsh *From the cockpit* 33
James Elliott *Misfire* 35
Simon Taylor *Full throttle* 37
Martin Buckley *Backfire* 39
Letters 41

REVIEWS

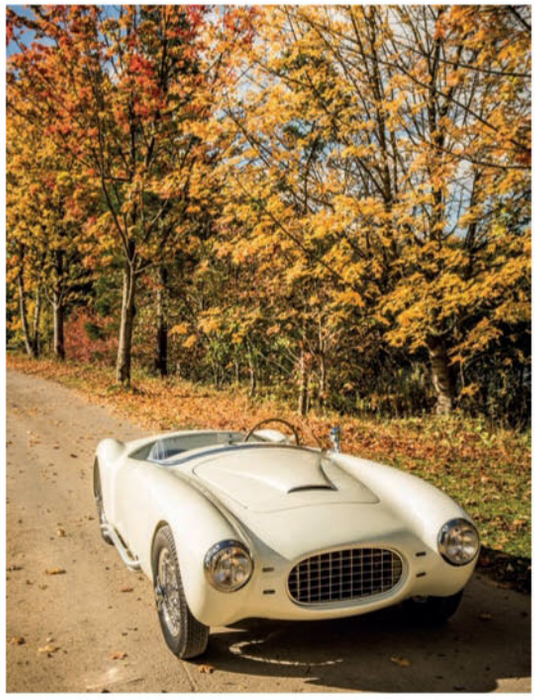
Motoring art 46
Books 49
Models 53
Automobilia 55
Classic shrines 57
Next month 59
Subscribe! 08448 488835 60



114 The rise and fall of Hellé Nice, plus her record-breaking Bugatti Type 35



146 Nine go mad in classics: the Poor Boys' Tour hits the road



152 Paul Hardiman drives the Goldmanini, and charts its painstaking restoration

FEATURES

Coventry's top compacts 104
Buckley drives Jaguar's fabulous line of saloons, from the Mk1 to the 420

A heroine's Bugatti 114
Angela Hucke and Mick Walsh tell the story of Hellé Nice's Type 35

Chapman's road-racer 120
Flat-out in a street-spec Lotus 47

The Brawn identity 126
We take a look at the former F1 team principal's amazing collection

A royal Rolls-Royce 132
We get behind the wheel of Princess Margaret's old Silver Wraith II

Drop-top Testarossa 138
Giovanni Agnelli's unique Spider

Poor Boys' uphill struggle 146
This year's C&SC tour took the fleet in search of sporting heritage

From circuits to concours 152
The beautiful little Goldmanini

Veterans on parade 158
We join the field on the Bonhams London to Brighton Veteran Car Run





175 *Garage Gear*: the latest goodies for your car



166 De Cadenet raises the tone in *Our classics*

188 Alfa's pocket rocket: how to buy the brilliant little Sud

LIVING WITH CLASSICS

Our classics 166
Your classics MGC 173
Garage gear 175
Specialist 177

BUYING AND SELLING

Auctions 178
Market place 186
Buyer's guide Alfasud 188
Case histories start on 199
de Cadenet's heroes 258



Editorial

The Poor Boys Tour has become one of the highlights of my year, and we had an excellent turnout for the latest running, which you can read about starting on p146. This *C&SC* tradition began more than 20 years ago with a trip to Wales, and has so far taken in – among others – Devon, the Cotswolds, the New Forest, Norfolk, northern France and the WW1 battlefields of Belgium. On occasions, there has also been a competitive side: Martin Port and James Elliott still recount the Battle of Prescott, at which the former (Porsche 912) pipped the latter (Triumph 2000) by mere fractions of a second.

Then there are the various mechanical failures: the endless push-starting of Graeme Hurst's Citroën Traction Avant *en route* to Le Mans, Buckley's distributor problems this year, and the trip to Loton Park that had cars dropping like flies. Of those who started out (and did both days), only Elliott and Alastair Clements returned under their cars' own power.

On every one of them, however, the entertainment has far outweighed the obstacles. Even if we try to do them in the autumn, when everyone's diaries should, in theory, be a bit more clear, it can still be a real chore to get enough of the fleet together. It's always worth it, though. Bumbling along in an *Our classics* convoy is a simple pleasure, but a brilliantly therapeutic one nonetheless. **JAMES PAGE**

Lust that still lingers



Flicking through the January issue with David Evans recently, we came across an advert for a Ferrari F40. The price? Just short of £1million. It doesn't seem long ago that these were £150,000 cars. I've never so much as sat in one, although it remains a model that I *must* experience at some point.

In 1989, Dad and I flew to north Germany to visit family. On the way, he bought the copy of *Car* in which Roger Bell drove Nick Mason's F40 from London to Dartmoor. I was captivated by the article, reading it over and over again. Almost 30 years on, driving one remains an unfulfilled ambition.

Online offerings



Download this wallpaper of Angela Hucke in the ex-Hellé Nice Bugatti T35

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MOLSHEIM'S QUEEN IN ACTION
An all-Bugatti Grand Prix was run at Le Mans in 1930 and the only female entrant was Parisienne dancer Hellé Nice (p114). As she approached the finish in third place, the shock of the crowd's cheers caused her to hit the brakes – the resulting spin meant that she crossed the line backwards *LAT*



IT'S A GLAMOROUS LIFE
A high-vis jacket, a hard hat and a polite request were all that we needed to gain access to a busy French stoneworks for our Ferrari Testarossa photoshoot. The unique ex-Giovanni Agnelli car made for a surreal sight among the endless succession of tipper trucks *Pierre Novikoff*





WEATHERING THE STORM
Strong winds and torrential rain made life difficult for organisers and competitors alike on December's Le Jog (see page 23). Here, Paul Carter and John Bayliss make a splash in their BMW 2002tii during one of the night sections on the gruelling endurance event *F&R Rastrelli/HERO*

SILVER DREAM MACHINES
One highlight of the Petersen Automotive Museum in LA (p57) is a hall called Precious Metal. The group includes '59 Corvette XP-87 Stingray, the 2014 Pebble Beach-winning Ferrari 375MM, *Goldfinger* Aston DB5, curator Bruce Meyer's 625/250 Testa Rossa and the Dubonnet Xenia



BEST OF 2015



Silverstone Classic crowd hit 100,000 for the first time. It featured a GT epic, with Michael Gans chasing Martin O'Connell into the Saturday evening dusk

TOASTING A RECORD YEAR

This has been a year of major anniversaries, established events outdoing themselves and new ones making their debut. Chief among the latter was Classic & Sports Car – The London Show, which took over Alexandra Palace in late October and unveiled the Jaguar E-type as the Best British Car Ever after a public poll.

The Silverstone Classic celebrated 25 years with another full programme, while Rétromobile marked 40 years in its own inimitable style. The world's only working Tiger II tank played a central role alongside more traditional displays.

Sir Stirling Moss was, as ever, much in evidence, 60 years having passed since his record-breaking Mille Miglia win. Mercedes went to town on the modern retrospective, entering a trio of 300SLRs, and Moss was also honoured at Amelia Island, where the organisers gathered 25 of his former racers.

The Festival of Speed never fails to deliver memorable moments, such as the sight of Duncan Pittaway's 28-litre Fiat S76 on the hill, plus the appearance of drag-racing legend Don Garlits. The veteran happily worked on Swamp Rat 1 in the paddock before launching it past Goodwood House.

Highlight of the Revival, meanwhile, was the appearance of all six Shelby Daytona Coupes for the first time – and designer Peter Brock was there to see it, too.





James Page

BEST CAR I SAW
This has to go to the late Richard Colton's Ferrari 250GT SWB. A special car in its own right, but it was the patina acquired over 40 years of enthusiastic ownership that made it stand out. It was also nice to pore over Bloody Mary at the Festival of Speed – a machine that I've always considered to be brilliantly eccentric.

BEST DRIVE
Once free of the first day's fiddly sections through Surrey, the 1000 Mile Trial took us across some of the UK's best roads, from Wiltshire up to Derbyshire and across to North Wales. Sharing the driving with Francis Galashan in his sublime Alvis 4.3 Vanden Plas tourer was unforgettable and, as a bonus, I didn't get us lost when I was on the maps.

BEST EVENT
Simon Taylor and former deputy editor Paul Hardiman had been raving about Kop Hill, and after my first visit in September I can see why. The charity event at the historic venue drew an impressive entry, with an especially strong line-up of pre-war cars. The finishing touches included the friendly atmosphere – with people lining the public roads on the return route to wave – good organisation and even good food.

HERO OF THE YEAR
Even six months on, the memory of sitting alongside Andy Wallace in the Jaguar XJR-9 still gives me goosebumps. Wallace himself was entertaining, friendly and down to earth – and our second run on warm tyres was eye-opening. A childhood dream realised.

NEW YEAR'S RESOLUTION
The past year has been good for cars driven and events done, but it has meant a lot of time away from home. So I'd like to spend more of my time on the Morgan, and using the MG as the family classic that it was always supposed to be.



Elliott broke his vintage Bentley duck with a blast aboard Old Number Three

James Elliott

BEST CAR I SAW
Vintage Bentleys don't come much more special than Old Number Three, one of the 1930 Le Mans factory trio and one of the most magnificent beasts I've had the privilege to drive. This pre-war titan is the living embodiment of motoring, a glorious monument to another age, and piloting it was a life-changing experience.

BEST DRIVE
I've loved everything about the McLaren F1 from the day it was announced: the bravado, the ambition, the purity, the genius. Such is my admiration for the F1 on paper that I was worried that it could never live up to my expectations. They say never meet your heroes. They are wrong.

BEST EVENT
The most pride I take from the success of our debut London Show comes from the simple fact that it turned out precisely how we intended it to be: a motoring art gallery for enthusiasts to come together and enjoy. One visitor sidled up and said: "Finally, someone has brought Rétromobile to London." Job done.

HERO OF THE YEAR
The death of Jensen Owners' Club stalwart Dave Newby at the beginning of September shocked me. I knew Dave as a friend as well as a fellow marque fan and the way in which everyone rallied said everything about how much this "cantankerous old sod" (copyright D Newby), but "amazing enthusiast" (copyright Everyone Else) was admired.

NEW YEAR'S RESOLUTION
We were talking the other day about which events we would be attending in 2016, and I noticed that I was due to be at pretty much the same ones I have been going to for the past decade or more. I vow to experience a heap of fresh stuff in the coming year.





BEST BOOK

Giorgio Nada has published a wealth of specialist studies of the Mille Miglia but its latest, *A Race in Pictures*, is a vivid round-up of this epic road race. Historian Leonardo Acerbi provides the background to the 24 races with informative text in Italian and English, but it's the breadth of images from 1956 and '57 that brilliantly evoke the event's changing character including colour. If you're planning a Mille Miglia pilgrimage, be it to the retrospective in May or a road trip, this is essential reading. ISBN 978 88 7911 618 3

Mick Walsh

BEST CAR I SAW
Replicas of long-lost great cars are to be applauded, and none more so than the brilliant creations of French Voisin fanatic Philip Moch. E-mailed photos from a Paris book launch in February of his newly finished Aérosport were a tease but finally at Chantilly I saw this futuristic silver wonder complete with dazzling interior by Hermès.

BEST DRIVE
The buzz from fulfilling a long-held ambition to drive the fantastic 21-litre Métallurgique to the pub lasted for weeks. The late Steady Barker claimed that commanding the Maybach-powered beast was one of his greatest motoring experiences, and the exposed, aero-engined creation of Douglas Fitzpatrick certainly lived up to my high expectations.

BEST EVENT
France provided the highlights – starting with the amazing presentation of the Baillon collection for Artcurial's auction at Rétromobile, but I haven't stopped enthusing about Chantilly Arts & Elegance. A stunning location, a superb entry, the club picnic competition and affordable entry confirmed it as a must-do event.

HERO OF THE YEAR
At the age of 87, when most folk spend the day snoozing or watching TV, beach buggy legend Bruce Meyers is an inspiration. Last summer, in his prototype 'Old Red', Meyers headed a convoy across the States from San Diego to New York for a reunion on the US Navy destroyer that saved him after a kamikaze attack in WW2. Poor eyesight stops him driving in the dark, but, with wife Winnie alongside in the exposed buggy, they're still clocking up thousands of miles.

NEW YEAR'S RESOLUTION
Having failed last year to visit Cuba, my resolve is to build a library and finally write a book to place among my favourite titles. A long road trip beckons, and a pledge to, at last, make Havana is on the list.



BEST LOST & FOUND DISCOVERIES

There is no doubting the major 'barn-find' story of 2015. On 6 February, Artcurial sold the Baillon Collection at its Rétromobile auction. This set of 59 unrestored cars was led by the 1961 Paris Salon Ferrari 250GT California Spider, which made £12,114,400, but even wrecks commanded huge money. Three Saoutchik Talbot-Lagos were topped by a '49 Grand Sport, which had a crushed tail and most of one side missing. It went for £958,816.

It was also a good year for unearthing oddities and rarities. In August, we reported on a 200-strong collection in Australia. It included Nimbus and Elfin racers as well as a Ford 105E convertible and numerous vintage models.

Then, in November, there was the intriguing Peel Viking Sport found on a farm in Yorkshire. This glassfibre 2+2 used Mini running gear, and only two were built by Peel before production switched to Bill Last of Woodbridge.

So barn-finds don't have to be in the Baillon league to retain their intrigue.



Baillon California made £12m, but rare Peel Viking and a diverse Australian long-term stash were equally interesting





CLASSIC & SPORTS CAR

BEST OF 2015

OUR PHOTOGRAPHERS' MOST MEMORABLE SHOOTS

TONY BAKER

Despite enjoying more than my fair share of exotic subject matter this year, the shoot that stood out as a highlight was from a day when everything just fell into place. In common, I suspect, with most readers, I'd never heard of the Fiberfab Jamaican until Simon Charlesworth booked me for a shoot in Berkshire back in May.

Owner Andy Somerville turned out to be more obliging than we had any right to expect and, even in Andy's garage, the metallic red paint looked stunning. The sun shone, with blue skies interrupted only by puffy white clouds and, for the first time in 2015, my coat stayed in the car all day.

The driving shots went without a hitch, thanks to some unusually quiet roads, and then a favourite spot – with superb views across Oxfordshire – just happened to have a field of oilseed rape in full flower in the background. We even managed to fit in a pub lunch.



The Marrakech Express, Landie style

Martin Port

BEST CAR I SAW
Getting plenty of time at the wheel of a Lamborghini Miura meant that our June issue cover star was my car of the year. It has its critics, but for a combination of looks, noise and power, it is right up there on my dream list.

BEST DRIVE
Without doubt being one of a group that took a Series III Land-Rover to Morocco. The four days spent driving across the Atlas Mountains, Marrakech and the Agafay Desert provided me with one of the best motoring experiences I have ever had.

BEST EVENT
Manufacturers, suppliers and clubs at the Lancaster Insurance Classic Motor Show outdid themselves with the quality and variety of vehicles exhibited, while reaffirming the infectious enthusiasm of our hobby.

HERO OF THE YEAR
Everyone who turned up to the Thatcham Classic and raised so much money for Macmillan is a hero, but in particular ex-Vulcan pilot Gordon Morris. He's been attending the show for more years than I can remember, in his Lotus Seven or Elan and, despite being in his 70s, vows to keep coming as long as I keep organising the show. How can I refuse?

NEW YEAR'S RESOLUTION
I fell foul of last year's intention by taking on another classic 'bike resto instead of holding out for something four-wheeled. So this year, I promise to make progress with it before something else comes along and distracts me!





JAMES MANN

Not sure that I could say it was the most pleasant, but the one that sticks in my mind was a visit to Belfast for a reunion of the designers and engineers responsible for the De Lorean.

The weather froze and drenched Richard Bremner and I as we toured the coast with one of the last DMC-12s to be built before adjourning to the warmth of a hotel to get the gen.

It's always a joy to meet the people behind the headlines and, boy, what a story this was. With political intrigue, illicit siphoning of funds, mysterious deaths and a drug bust set against the backdrop of The Troubles, it made for a yarn that John le Carré would have been proud of.

The sad thing was that, had *Back to the Future* arrived at the flicks a year earlier, the outcome might have been quite different. And the twin-turbo 300bhp development car that we drove showed what might have been had it not all gone pear-shaped.

Alain de Cadenet

BEST CAR I SAW
722, sitting there in all her glory at Pebble Beach. Think about the spec: straight-eight, injection, lightweight GP-derived chassis, all-independent suspension, mag body, 300bhp-plus. Never mind that Moss and Jenks lived with the Gods for 10 hours from 7:22am on 1 May 1955 on the most spectacular driving feat of all time.

BEST DRIVE
The Credit Suisse rally in Florence featured the best cross-country ups and downs one could ask for. Maybe more so for me because I was in my Alfa (*Our classics*), chasing a Lancia 24S – within speed limits, of course.

BEST EVENT
The Cartier Travel with Style show in New Delhi in March confirmed India's arrival as a serious collector nation. Only those cars restored in India are eligible for awards unless they are in a 'survivor' class. Many of the latter are single-family vehicles and afford the observer the chance to see originality in its own juice.

HERO OF THE YEAR
Has to be Sir Stirling Moss. On the 60th anniversary of the legendary Mille Miglia drive, he seemed to turn up everywhere to enjoy the celebrations. Seeing this still quite sprightly octogenarian standing by 722 produced an emotional reaction in me and my younger son. How lucky we are that he and Lady Moss continue to share the joy with us.

NEW YEAR'S RESOLUTION
To spend more time extolling the virtues of pre-war cars to young people and take more time out to teach godchildren and their chums to drive with a crash 'box/rod brakes and the like. Not easy for them, but critical if we're to have enough folk to look after the old stuff in the future.



Sublime 722 on lawn at Pebble Beach

Greg MacLeman

BEST CAR
As a child of the '80s, I couldn't choose anything other than the Porsche 959 that I drove for the June supercars issue. It didn't disappoint, either, gripping the rough asphalt of Chobham in a way that few modern cars could manage. And the acceleration…

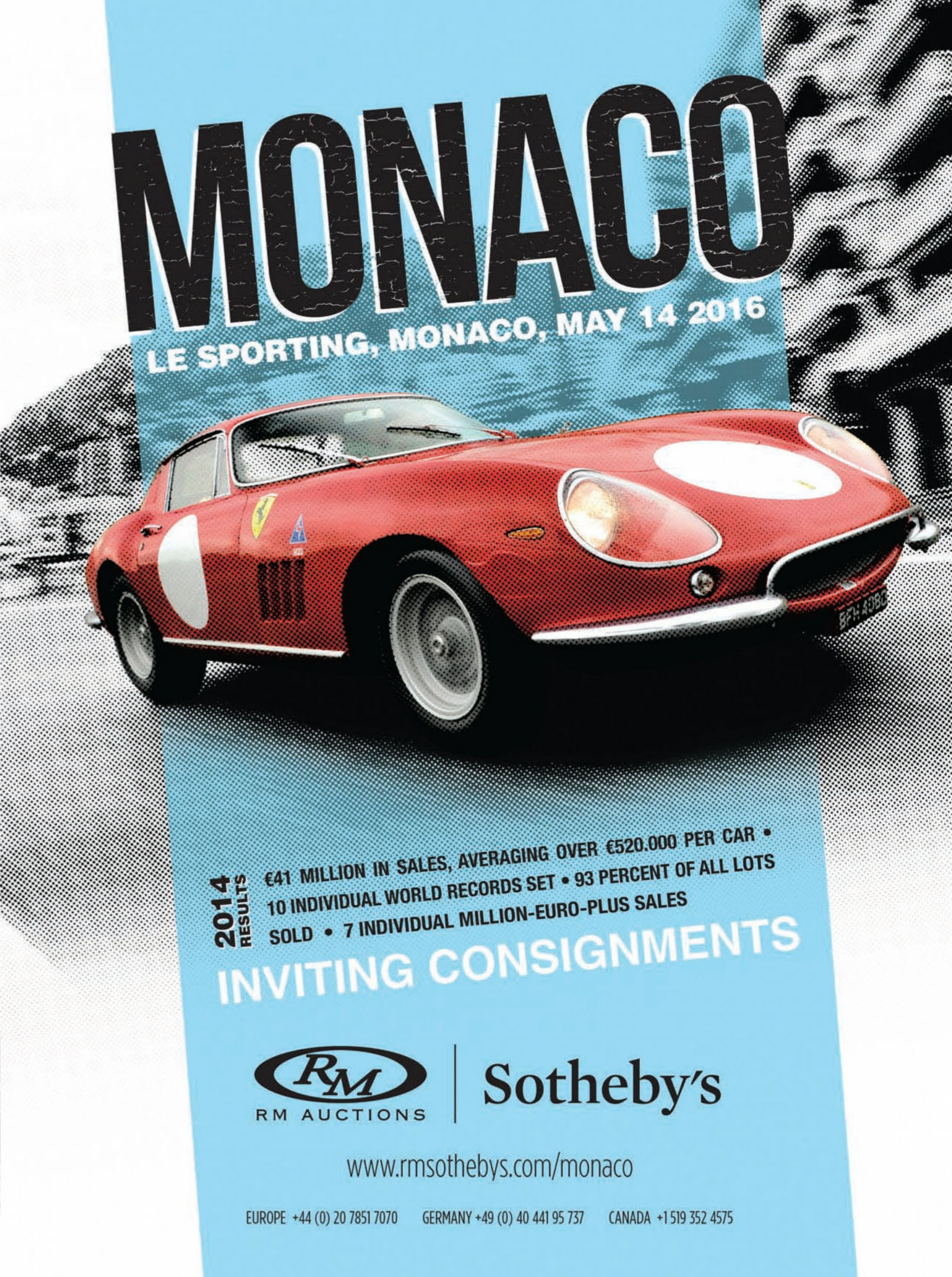
BEST DRIVE
It might not be the longest run, or even through the most exotic locations, but my trip to meet the team at Bicester Heritage ticked all the boxes. I met up with Mick shortly after sunrise, and enjoyed chasing his Duetto along some of his favourite country lanes to avoid the M40. You can't beat a B-road blast with your mates.

BEST EVENT
It was halfway across the globe, but it wasn't Pebble Beach. Just up the road in Pacific Grove, dozens of pint-sized classics gathered for the Little Cars Show. Everything from MGAs to Toyota S800s lined the high street (below), where the friendly atmosphere was a real tonic compared to some of Monterey's more serious events.

HERO OF THE YEAR
I admire those who are truly dedicated to the cars they love, and few embody that spirit more than buggy legend Bruce Meyers, who I was privileged to share a beer with in Monterey. Not only did he turn up riding shotgun in a Manx, but I listened in awe as he described his epic cross-country tour. I only hope that I have half of his passion when I'm a few more miles down the road.

NEW YEAR'S RESOLUTION
The strains of planning a wedding meant that I didn't go on as many adventures as usual in 2015. So I have a simple plan: more fun in old cars. The Oldtimer GP is high on the agenda, and I may even be able to convince my long-suffering other half that the MG would be perfect for our honeymoon…




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CLASSIC & SPORTS CAR

BEST OF 2015

BEST MODEL

CMC may have disappointed with its Aston DB4GT Zagato release earlier in 2015, but the 1:18 specialist excelled with two recent Italian subjects – its new Ferrari 250GTO (see *Models*, p53) and an Alfa Romeo 6C-1750.

With access to the factory museum's Zagato Spider for reference, the miniature's level of detail is astounding – right down to its textured leather trim and folded cloth hood. Under the opening bonnet is an exquisite twin-cam straight-six, complete with fuel lines and bulkhead wiring to the fusebox. Such amazing detail comes at the exclusive price of £358.99.

Rest in peace

Ronald 'Steady' Barker, George Barris, Jean-Pierre Beltoise, Guy Buckingham, Erik Carlsson, Ken Costello, Terry Davey, Gérard Ducarouge, Guy Ligier, Robert Manzon, Jem Marsh, Frank Matich, Denise McCluggage, Lord Montagu, John Sheppard, Eric Thompson, Ann Wisdom, Philip Young



Beltoise won sodden '72 Monaco GP



Malcolm Thorne

BEST CAR I SAW
Getting up close to the ex-Hellé Nice Bugatti T35 (p114) left me weak at the knees. Everywhere you look there is a fascinating detail, and I love the fact it's not blue!

BEST DRIVE
A fantastic blat over undulating, give-and-take Cotswolds roads in group editor in chief Cropley's S1 Elise was a hoot (thanks Steve!). But as an incorrigible fan of sidescreen TRs, taking to the Malvern hills in Phil Collins' lovely TR2 for our Triumph versus Swallow Doretti July photoshoot was unforgettable.

BEST EVENT
Getting up at 5am when it's cold and dark outside is never much fun, but witnessing the ethereal sight of 400 veterans grumbling and hissing in the misty gloom of Hyde Park for the Brighton Run made it worthwhile.

HERO OF THE YEAR
As something of an eccentric (my wife María says so), it's hard not to admire the single-minded devotion of Lagonda fanatic Rodger Dudding. He owns more than two dozen of the controversial Aston wedges!

NEW YEAR'S RESOLUTION
Having been without a classic for too long, I intend to right that wrong. Much as I'd love a TR3a, that goal is unlikely to to be realised in the near future. There is a Plan B, though: a Seat 850 Coupé that I could keep in Spain for when we visit the in-laws.



A perfect day in Thorne's dream car

David Evans

BEST CAR I SAW
The Berlinetta Boxer when it rolled off Foskers' transporter, the first car to arrive for our June landmark supercars photoshoot at Chobham. It was magic listening to it being warmed enthusiastically from cold.

BEST DRIVE
Kop Hill to Hungerford, in convoy with Port's Landie and Page's MG on the Poor Boys (see p146), into the twilight via a lovely sequence of back-roads – many of which I hadn't driven along since I lived in Reading 30-plus years ago.

BEST EVENTS
Saturday at the Silverstone Classic was the best day's historic racing that I've seen at the sprawling Northants venue, the highlight being that brilliant GT battle into the twilight. But the Revival just had the edge – mainly for Tom Kristensen's epic drive in the Fairlane Thunderbolt, plus that nail-biting 500s scrap for the Earl of March Trophy.

HERO OF THE YEAR
David Milligan, who won the Best Contribution by a Youngster in our Club Awards at the NEC, for the methodical way that he set about restoring a VW Golf Driver back to standard doing virtually everything himself. The engine let go, so he had to rebuild that, then the lock-up caught fire but they rescued the lightly singed Golf.

NEW YEAR'S RESOLUTION
To tidy up both of my cars, rather than think about buying another one. Hopefully, the BMW won't look quite as scabby as it does at present when it goes back to Bavaria in May on an event that I'm really looking forward to.



When Sussex became Thunder Road

Julian Balme

BEST CAR I SAW
After 14 years in the making, it has to be my '57 Ford Ranch Wagon, Kandee Twist. It turned out exactly as I'd envisaged it…

BEST DRIVE
Too many to list, but the most rewarding were the two races at Cadwell Park in my mate's Marcos 1600GT. In the first event I had to contend with a bad start and an oil-soaked track, but used what little racecraft I've learnt over the years to get it home unscathed and ahead of the two cars that I'd had a race-long battle with.

BEST EVENT
Setting a record with the VHRA at Pendine with the Continental, giving the Gasser its debut at the Revival and running the '32 Ford in 'The Pom' were all great, yet, strangely, the publication of the Palawan Jaguar D-type book – after a huge personal struggle – was the most rewarding.

HERO OF THE YEAR
It can't be Duncan Pittaway again, so it'll have to be Michael Squire. His Cobra drive in the TT was quite something for someone so young and relatively inexperienced.

NEW YEAR'S RESOLUTION
I need a big road trip, probably involving Wooly Bully (my other Lincoln) and South America…



Kristensen stormed from back of the grid to win the first part of the St Mary's Trophy race at the Revival

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RECORDS TUMBLE IN THE BIG APPLE

RM Sotheby's claimed the highest auction price of the year in style at Sotheby's New York HQ on 10 December when the ex-Juan Manuel Fangio Ferrari 290MM made $28,050,000 (£18,527,019). After 11 years in the ownership of a UK collector, the ex-works 1956 Mille Miglia sports-racer pushed Artcurial's ex-Baillon collection 'barn-find' Ferrari 250 California (£12,114,400) off the top slot, which it had held since Rétromobile in February. The well-known vendor had played the market brilliantly, and has already invested in another historic Ferrari.

But the biggest surprise of the evening was the $1,760,000 (£1,162,479) that was paid for the ex-Janis Joplin 1964 Porsche 356C Cabriolet. Even movie star Sharon Stone was enthused to tweet about the sale. The pre-auction estimate of $400,000 was quickly blitzed in a determined bidding contest between collectors in the room and on the phone. The 'Queen of psychedelic soul' purchased the famous 356 from Beverly Hills dealer Estes-Zipper for $3500 in 1968, but the original Dolphin Grey finish soon became a mobile canvas for roadie Dave Richards. The famous *The History of Universe* paint job became a familiar sight around the Bay Area until Joplin's premature death, aged just 27 on 4 October 1970.

The Porsche was eventually retrieved from storage in 1973, and the wild paint scheme removed for a return to grey, before continued use by Joplin's brother and sister. In the early 1990s, the body mural was replicated by a pair of Denver artists who meticulously copied Richards' original design from photographs. For the past 20 years, the Porsche has been a star exhibit in the Rock and Roll Hall of Fame Museum in Cleveland.

"The price has all the hallmarks of pop memorabilia, and the underlying car has little to do with the value," said Simon Kidston of K500. "It was the same with Steve McQueen's 911 turbo."

Big money was expected for one of the finest Aston Martin DB4GT Zagatos out of the 19 lightweight beauties built, and chassis 0186 didn't disappoint at $14,300,000 (£9,445,147). After many years in Australia – plus a recent restoration to concours condition by specialist RS Williams and Carrozzeria Zagato – '0186' now holds the auction record for a British car.

Other benchmark prices included $2,420,000 (£1,598,409) for a 1972 Lamborghini Miura P400CV that was fresh from a rebuild in Italy overseen by former factory test-driver Valentino Balboni. Proof that the market for pre-war greats remains as strong as ever for the right example was underlined by the $3,740,000 (£2,470,269) paid for the magnificent 1933 Pierce-Arrow Silver Arrow, one of the three survivors of five streamlined show cars built.



Ex-Janis Joplin Porsche made £1,162,479



New high for a British car: £9,445,147 DB4



Miura set new record price at £1,598,409



MARIO LAGUNA

Granatelli-liveried March 701 lines up with Ferrari 312T, Williams FW09 and JPS Lotus



Fangio's 300SLR was loaned by museum



BMW display celebrated racing successes

Germans showcase famous racers

The Essen Motor Show hosted a number of classic celebrations from 28 November-6 December. The main themes were 65 years of the Formula One World Championship, 100 years of BMW, 50 of Alpina, and – to tie in with *Spectre* – the cars of James Bond.

Organisers gathered an impressive set of Grand Prix cars to mark the anniversary of the drivers' title, the first of which was won in 1950 by Giuseppe Farina. They ranged from a Maserati 4CLT to Lewis Hamilton's 2015 Mercedes W06. Ferrari, Lotus and Renault were represented, as was March via a 701 – the Bicester company's first Formula One design.

BMW marks its centenary in 2016, but Essen got there a few weeks early via a 328 diorama that evoked the 1936 Eifelrennen. Mercedes, meanwhile, loaned the 300SLR in which Juan Manuel Fangio finished second on the 1955 Mille Miglia. The Argentine great, driving solo and with '658' suffering from a misfire, came in behind team-mate Stirling Moss.

Alongside the inevitable DB5 that the James Bond Club Deutschland had on display, Aston Martin was showcased via the one-off 2013 Zagato shooting brake, which was based on a Virage.



Cars line up at the Phyllis Court Club

Squire's 80th celebrated

The largest-ever gathering of Squires returned to the marque's birthplace in Henley-on-Thames on 17 November to mark the firm's 80th anniversary. Guests at the lunch included founder Adrian Squire's children, Caroline and Anthony.

Four of the seven cars to be completed at the Remenham Hill works before its closure in 1936 were present: X102, the first one sold and now owned by Richard Wilson; Peter Neumark's freshly restored long-wheelbase Ranelagh tourer; the lightweight '1052' of Roy Palmer; and Z100, the last example built and now owned by Alexander van der Lof.



Inspired piazza backdrop houses everything from humble Fiats to Alfas and Ferraris

Italians invade Belgium

Brussels museum Autoworld has launched its latest themed display. Called Italian Passion, the collection runs until 31 January, and takes over the site's mezzanine level with tributes to the likes of Ferrari, Maserati, Lamborghini, Lancia and Alfa Romeo.

All are showcased within a recreation of a piazza plus numerous 'side streets' and a genuine trattoria that serves food and Tuscan wines. A 1972 Lamborghini Miura P400 SV is displayed in front of a 'renaissance palace,' while a 1952 Siata Daina 1400 Sport is parked outside the Hotel Venezia. The latter marque is also represented by a 208S coupé, while Lancias include Aurelia B24 Spider.

The famous '52 Alfa Romeo Disco Volante Spider shares centre stage with the 2013 Disco Volante coupé, which was also penned by Touring. Other designers to be recognised include Pininfarina, Zagato, Gandini and Bertone. For details, see www.autoworld.be



Vivid Miura lines up in front of 'palace'



CLASSIC EUROPEAN UNION

The 10th La Vie en Bleu meeting takes place at Prescott on 28-29 May. This year's fixture will encompass La Vito Rosso, a new theme celebrating all things Italian, both on and off the historic hillclimb. For more, see www.prescott-hillclimb.com



TOP GONG FOR ELLIOTT

C&SC's group editor, James Elliott, picked up the RM Auctions Classic Writer of the Year at the 2015 Guild of Motoring Writers Awards. The prize-giving took place at the Royal Automobile Club's Pall Mall clubhouse on 3 December, and was attended by Sir Stirling Moss.



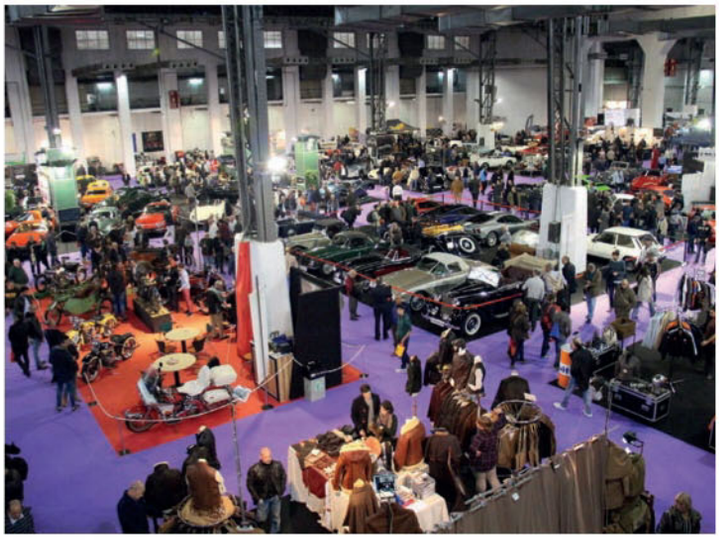
SCREEN CLASSICS WANTED

Organisers of Pendle Powerfest are looking for cars of a type that starred in films or on TV for the Lancashire event on 29 May. They have so far confirmed models representing *The Italian Job*, *Mad Max* and *Knight Rider*, but are hoping to attract more. See www.pendlepowerfest.com



BIENNIAL RUN RETURNS

The Midland Automobile Club is running its classic tour on 24 April. This year, it incorporates a 100-mile run, from one of four start points, with the chance to drive up Shelsley Walsh. Food and entertainment are also included. Entry forms are available at www.shelsley-walsh.co.uk



Despite Spain's economic difficulties, there was a strong turnout for the Barcelona show



Porsche and Sprint head parade line-up



Gorgeous Giulietta SS wowed the crowds

Homage to classics in Catalonia

More than 55,000 enthusiasts descended upon the Fira Montjuïc for Barcelona's AutoRetro show from 4-7 December. The fixture attracted nearly 300 exhibitors, plus more than 600 cars and 'bikes.

The event made full use of its surroundings, too. For the first time, the organisers put on 'Barcelona Views', with more than 2000 classics parking along the Avenida de la Reina María Cristina. The historic Montjuïc Park, meanwhile, hosted a series of parades for up to 200 cars, which ran around the fabulous street circuit that was home to the Spanish GP during the 1960s and '70s.

Inside, dealers, manufacturers and specialists shared space with clubs and private owners, with classics for sale in the extensive corrals. Seat played a starring role, with a selection of Fiat-based 1400 cabrios, while exotica included a '39 Delahaye 135M and a '57 Aston DB2/4. Motorcycles ranged from a 1900 Peugeot to a '72 Yamaha. There was even a display of Riva boats.

The Reial Automòbil Club de Catalunya launched Villadrau – 100 Years of Motoring, which will run throughout the year. The Antic Car Club, meanwhile, honoured Fermín Sulé, the man behind the first AutoRetro and who had served as its director for the subsequent 31 years.



World Champ stars at NEC

Damon Hill will mark the 20th anniversary of his F1 World Championship as part of the Williams display at Autosport International. Hill will appear on the interview stage at the event, which takes place at the NEC from 14-17 January, while his old FW18 will also be on show.

That 1996 challenger will be joined by an FW06, the first car designed and built in-house by Williams GP Engineering, as well as the latest FW37. The team's motorhome will also be there to reflect the infrastructure that a modern team requires. Visit www.autosportinternational.com

OBITUARY

GUY BUCKINGHAM b.1921

Best known for his contribution to developing Australian motorsport and founding the Nota marque, Buckingham began his career in the UK as a contemporary of Colin Chapman and Len Terry. He acted as Midlands Secretary for the 750 Motor Club throughout the 1950s – a vibrant time for the organisation – but emigrated to Australia with his family.

With financial assistance from a relative, Buckingham was able to open a service station, where he produced replicas of his Arnold-Buckingham special. He also built a series of further cars with Jack Wiffen, including a Ford Consul-engined *Formule Libre* single-seater and a 500cc 'bike-engined Formula Three racer. He ended up constructing about 300 cars of various designs under the Nota banner.

Buckingham was instrumental in laying out the Oran Park circuit, and is credited with introducing the Formula Vee category to Australia. He returned to England in the 1970s, but his plans to bring Nota to the UK came to nothing. After dabbling once more with the 750MC, his attention switched to other interests, such as aircraft and playing jazz trumpet.



Events diary

Shows, festivals and tours

JANUARY

10 La Traversée de Paris Classics drive across the French capital on this hugely popular club event *0033 6 71 98 00 19; www.vincennesenanciennes.com*

14-17 InterClassics Maastricht 100 years of BMW and 'British Royals: Bentley & Rolls-Royce' are the main themes. Open 12-8pm (14), 10am-8pm (15), 9am-6pm (16-17); adults €16.50 in advance (€35 on 14th) *0031 43 38 38 333; www.interclassicsmaastricht.nl*

20-24 Cavallino Classic 25 Includes the Best of Show winners from the previous 24 events. Alfa is featured marque on Classic Sports Sunday at the Mar-a-Lago resort, Florida *001 561 994 1345; www.cavallino.com*

24 Arizona Concours Duesenberg, coachwork by Zagato and Exceptional Cars of Great Britain are the main themes *http://arizonaconcours.com*

FEBRUARY

3-7 Rétromobile Featuring the designs of Philippe Charbonneaux and a special display from the Saumur Tank Museum. 10am-10pm (3rd & 5th), or 10am-7pm; adults €16 in advance *0033 1 76 77 11 11; www.retromobile.com*

5-7 Bremen Classic Motorshow German event showcases 'The 1970s: groovy angles' including Mercedes C-111 and BMW Turbo, plus Japanese 'bikes. 9am-6pm; adults €16 *0049 421 3505 525; www.classicmotorshow.de*

26-28 ClassicAuto Features all aspects of the classic hobby, in Madrid, Spain *www.classicautomadrid.com*

MARCH

4-6 Antwerp Classic Salon Including restoration firms in 'Better Than New' area. Open 2-8pm (Friday), 9am-6pm (weekend) *01932 351640; www.siha.de*

11-13 Amelia Island Concours Florida fixture honours multiple Le Mans and Nürburgring 24 hours winner Hans-Joachim Stuck *001 904 636 0027; www.ameliaconcours.org*

12-13 British Cars and Lifestyle Bentleys to Burberry, at Rosmalen, The Netherlands. 10am-5pm; adults €17.50, *0031 35 6836 990; www.britishbest.nl*

17-20 Retro Classics Huge show at Messe Stuttgart, Germany *0049 711 18560 2663; www.retro-classics.de*

For more events or to add your own, go to **www.classicandsportscar.com/diary**

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1964 FERRARI 250 GT LUSSO
From the Tony Shooshani Collection
Coachwork by Scaglietti | Chassis 5537 GT



1960 FERRARI 250 GT SERIES II CABRIOLET
From the Tony Shooshani Collection
Coachwork by Pinin Farina | Chassis 1939 GT



1955 BENTLEY R-TYPE CONTINENTAL FASTBACK
Factory-Delivered Left-Hand-Drive, 4.9-Litre Example
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1960 Ferrari 250 GT Cabriolet Series II Coachwork by Pinin Farina; Chassis no. 2153 GT
1937 Lagonda LG6 Rapide Tourer Chassis no. 12312
1970 Maserati Ghibli 4.9 SS Coupe Chassis no. AM115/49 1786
1958 Porsche 356 A Speedster Chassis no. 83895
1953 Mercedes-Benz 300 Sc Cabriolet A Chassis no. 188.013.6500145
1952 Cunningham C-3 Coupe Coachwork by Vignale; Chassis no. 5208
1968 Toyota 2000GT Chassis no. MF10-10158
1971 Lamborghini Miura P400 S Coachwork by Bertone; Chassis no. 4782
1988 Porsche 959 'Komfort' Chassis no. 191

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OLDTIMERS JOIN VILLAGE PEOPLE



Parking restrictions were lifted for MOT display, which included Buick Super and Jaguar XKs. Below, l-r: Webster's Zephyr; Hough's 411 Variant with Brooker's ex-Berlin van; Clements' Vitesse 2-litre convertible







The Mean OldTimers Classic Car & Motorcycle Club displayed a fascinating range of vehicles as part of the Blackheath Village Day festivities on 5 December.

A varied turnout of Volkswagens included Julian Hough's super-rare 411LE Variant. "I had one when I was in my 20s, and they're lovely to drive," he enthused. "This one had been in a lock-up for 19 years when I bought it. I had it retrimmed, but you can't get the carpets so I had the originals dyed and re-beaded."

Alongside was Steve Brooker's fabulous '61 Splittie van, still sporting its Berlin fire brigade livery.

Triumphs were out in force, too, including the Herald estate that TSSC 13/60 register secretary Phil Willson bought 30 years ago. Richard Clements purchased his Vitesse eight years ago, "seven of which it was in the garage. Once I'd had the brakes done, it passed the MoT".

John Martin brought his lovely 1966 Austin-Healey 3000 MkIII: "There isn't much on it that I've not played with. It's been all over the UK, France and Germany, and gets better the more it's driven."

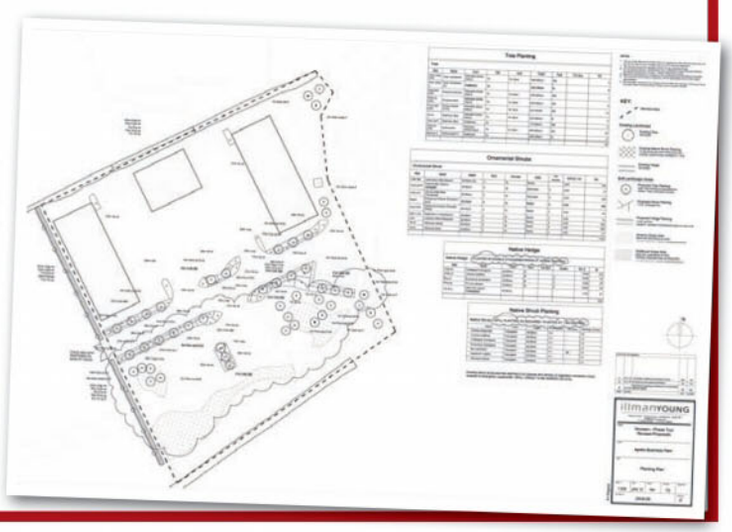
Mean OldTimers co-founder David Webster was in the Ford Zephyr 6 that he bought in 2012 and which "didn't miss a beat" on a trip to the south of France earlier in 2015: "We started the club with a bunch of mates, and run Park It In The Market in Greenwich." See www.facebook/MeanOldTimers

Rootes Trust plans new base for archive

The Rootes Archive Centre Trust (RACT) has launched a building fund programme to raise the capital needed for it to purchase a permanent home. The RACT currently rents shared premises in Banbury, and has been preserving the original material from the Rootes/Chrysler Engineering Department for the past 12 years. The archive includes hundreds of thousands of manufacturing drawings from the 1930s to the early '80s, plus literature and photos.

The RACT is initially seeking pledges of £500 donations from individuals, as well as help from volunteers with relevant expertise – such as marketing, property law or VAT. It received its first donation, from Stewart Miller and Peter James Insurance, at the Lancaster Insurance Classic Motor Show.

Richard Sozanski, recently elected chairman of the Association of Rootes Car Clubs, is delighted that the trust has taken this initiative: "This announcement has the full support of the ARCC and I implore enthusiasts to support this programme." For further details, e-mail matthewollman@rootesarchivecentre.org.uk





Minis major at HRCR fixture

The Historic Rally Car Register is celebrating the enduring popularity of the Mini in rallying at its 16 January Open Day, by marking 50 years since the Issigonis marvel was robbed of a hat-trick on the Monte.

The disqualification, for having single-filament bulbs in standard headlamps instead of double-filament dipping types, also extended to other British entries. For more information on the free-entry event at Gaydon, see www.hrcr.co.uk



PAUL BUSSEY

Brian Elvy (on right) owns a Morgan Two bike, a Three Wheeler and a Plus 4 four-wheeler



Bells with their unusual four-seater Plus 8



Poultons' rapid 4/4 sports natty hardtop

Rutters host Cranmog celebration

About 60 members of the Cranmog section of the Morgan Sports Car Club attended its annual cheese and wine party, hosted by specialists Melvyn and Sindy Rutter at their premises in Little Hallingbury, Herts on 29 November. Cranmog ostensibly caters for people in and around the Bedfordshire area. Stalwart president Phillip Bell brought wife Judy in their much-travelled 1988 Morgan Plus 8, which began life as a two-seater but was later converted into a four-seater.

Cain Poulton is director of Wolf Performance, which makes parts for Morgans. His 4/4 features a raft of modifications, including uprated suspension and brakes, a remapped ECU, a carbonfibre dash, a tuned exhaust and a hardtop that the firm hopes to put into production. "We call it the Wolfcafé Racer and it has been rallied in France," said Cain.

Brian Taverner was in the 2007 Aero 8 that he's owned virtually from new. "I simply can't fault it," he said. "It's the last of the 4.4-litre models and the first without the boss-eyed squint headlamps."



JUMBLERS SENT TO COVENTRY

The busy Autojumble Midlands show, featuring dozens of traders plus club displays, returns to the Ricoh Arena near Coventry on 17 January. All stands are indoors, with opening hours 10am-4pm: call 01527 910229 or see www.theautojumble.co.uk



NEW DATE FOR GRIFFIN VISIT

The Vauxhall Bedford Opel Association has brought forward the date of its annual visit to Vauxhall's Heritage Centre in Luton. The free open day on 10 April will also feature members' cars, vans and commercials on show. For gen, call Ian Coomber on 07832 330335 or go to www.vboa.org.uk

Federation update

The FIA is widely known as the governing body of the F1 World Championship and other events. Less familiar, perhaps, to many readers will be its International Historic Commission, which is a global network with an important interest in classic vehicles. I represent the Fédération Internationale des Véhicules Anciens (FIVA) in the FIA commission and I am chairman of the Legislation Working Party. Within the world of political lobbying, size matters and the ability to demonstrate that an organisation represents a material group of enthusiasts is critical.

At our recent meeting, we considered various topics, including REACH, which is the 2007 EU Directive governing the registration, evaluation and authorisation of chemicals. You may ask what this has to do with historic vehicles, but the legislation has the potential to impact chemicals and processes that may be deemed to be a threat to health or the environment.



Chemical reaction: chromium plating is to be reviewed by EU REACH Directive

We also considered urban mobility and the need to ensure that historic vehicles are not adversely affected by restrictions applied to Low, and Ultra Low, Emission Zones. Basically, the news is positive because it is generally recognised that the impact of classics in cities is small, so we are confident of obtaining appropriate exemptions. In essence, all of this work is focused on keeping yesterday's vehicles on tomorrow's roads.



DAVID WHALE FBHVC CHAIRMAN

The FBHVC lobbies in Brussels and Westminster. Call Rosy Pugh on 01865 400845, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.uk

Clubs diary

Shows, meets & gatherings

JANUARY

10 Mudeford Meet At Mudeford Quay, Christchurch, Dorset for all types of classic transport (also on 14/2) *www.mudefordmeet.co.uk*

20 Brooklands Torchlight Tour Warm clothes and comfortable shoes are recommended for these popular visits. You must pre-book via Donna Hopton on ext 253 (also 10/2) *01932 857381; www.brooklandsmuseum.com*

28 Chelmer Valley Car Meet From 8pm, at The Lodge, near Battlesbridge, Essex (also 25/2). Colin Moles *01245 268157; www.chelmervalleycarmeet.co.uk*

FEBRUARY

13-14 Great Western Autojumble At The Royal Bath & West Showground, Shepton Mallet, with a Charterhouse auction during the event; open 9:30am-4pm both days *01507 529529; www.carsandevents.com*

21 Brooklands Winter Classic Breakfast Full English served in Sunbeam Café and Napier Room from 8-9:45am. Prices: adults & seniors £12, 5-12s £6, including breakfast and museum entry (from 10am). Pre-booking is advised if you're with a group. Test Hill open after breakfast, subject to weather *Brooklands*

27 Retro Classic Tour A touring assembly, starting and finishing at Stoneleigh Park via Bicester Heritage, on the Saturday of Race Retro *01656 740275; www.heroevents.eu*

27-28 Tractor World Show More than 450 tractors and other farming machinery, all indoors at the Three Counties Showground, Malvern. On Sunday, there's a vintage sort-out and spares day, plus a charity road run into the hills. Proper job! *01697 451882; www.tractorworldshows.co.uk*

MARCH

5-6 Restoration & Classic Car Show Featuring specialists, demonstrations and club displays, at the NEC *www.necrestorationshow.com*

6 Brooklands Austin/Morris Day With Test Hill open and cavalcade at Mercedes-Benz World *Brooklands*

11-13 The Regis Classic Tour Popular charity run for pre-'79 cars, via Berks, Bucks and Herts *01243 542674; www.theregisclassictour.co.uk*

For more events or to add your own, go to **www.classicandsportscar.com/diary**



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John and Rob Kiff splash on beneath temporarily blue skies, on their way to a class victory aboard their Volkswagen Beetle

F&R RASTRELLI/HERO

STORMS FAIL TO HALT RALLY ACES

Andy Lane and Iain Tullie claimed victory on Le Jog, which took place from 5-8 December. The Volvo 123GT crew led home the PV544 of Dan Willan and Martyn Taylor, and was one of three to achieve Gold Medal status. Stephen Owens/Nick Bloxham (Porsche 911) and Simon Mellings/Richard Crozier (Rover 216S) did likewise.

The 66-car entry tackled a route by Clerk of the Course Guy Woodcock and assistant Graham Dance, who both drew praise for coping with problems including the closure of the Forth Road Bridge.

Strong winds greeted competitors at Land's End, with Bob and Sue McLean leading off at 7:30am in their Rover P4. The first morning took crews out of Cornwall, before they headed north to a halt at Chepstow and a complex leg at Caerwent Military Complex. As the field tackled the lanes through mid Wales, Lane/Tullie started to assert their authority on proceedings. Along with Mellings/Crozier, they were the only ones to clean the first Time Control section.

The testing conditions persisted as the route crossed the Pennines, with Tim Lawrence and Alan Pettit having to push their MGB out of a waterlogged section, before an overnight stop at Slaley Hall.

The final part of the event was based on the east coast of Scotland, with Dance putting in two testing controls that led to many crews dropping time. Lane and Tullie held on, despite being pushed hard all the way by Willan/Taylor.

Owens, meanwhile, was locked in a battle for the season-long HERO Cup with Paul Crosby. Each helped the other to stay in the rally – Owens lending Crosby a clutch cable, with Paul later returning the favour by replacing the coil on Owens' 911. In the end, Crosby won by a single point.







Clockwise, from above: Lane and Tullie take the plaudits at John O'Groats; '64 MGB of Lloyd Gooding and Bob Hargreaves heads into the sunset; Tony and James Darwent's pretty Austin-Healey 100

Wright stars in Kent countryside



CHARLIE WOODING

Ian Wright in determined mood on his way to overall victory, with Sandy Veale alongside



Tom and Roy Heydon: full of festive cheer



Neil Glover impressed on his maiden event

Following the last-minute cancellation of November's Stroud Trial, the Historic Sporting Trials Association arranged a new event at West Malling, Kent, on 12 December. Perennial front-runner Ian Wright took full advantage of being on home turf to record a perfect score of 0 and take victory.

Mark Busfield put in a great drive to record only five points and claim the Best Historic award in his CWB. Busfield dropped four of those marks on one section during the final lap. After the first circuit, he was level with Wright on 0, and had still dropped only one point by lunch. He hung on to beat Sandy Veale by three points. Veale, sharing Wright's Cannon, cleared every section apart from one, on which he unfortunately accrued eight points.

The 30 drivers enjoyed the rare luxury of signing on and having lunch in a warm, dry room, plus access to a workshop. Historic racers Neil Glover and Mark Dwyer made their debuts, sharing Cannons with Frank Lyons and Chris Atkinson respectively.

In the Post Historic class, matters were resolved by counting who went farthest without losing a mark. Richard Rowe (Concord) and Frank Wilson (FRS) were tied on one point, with Wilson coming out on top thanks to the fact that he lost his only mark on the fifth hill; Rowe dropped his on the first.



BIG CATS BACK FOR 2016

The Jaguar Heritage Challenge will return this year, with four venues already confirmed – Donington (2 May), Brands Hatch (2-3 July), the Nürburgring (12-14 August) and Oulton Park (27-29 August). See www.hscc.org.uk/jaguar-heritage-challenge



A NIGHT IN THE MUSEUM

The VSCC kicks off its public events for 2016 with the New Year Driving Tests at Brooklands on 31 January. The weekend begins with a film night and dinner on the Saturday, for which members should book via Ann Watson (01932 857381, ext 243) or go to www.vscc.co.uk



Dron (on left) and Rouse with their old car

Ex-works 924 to be restored

Tony Dron and Andy Rouse have been reunited with the Porsche 924 Carrera GTP that they raced at Le Mans in 1980. The British pair finished 12th overall at La Sarthe in the car, which had been kept at the company's Stuttgart museum.

It is now set to be fully restored by four Porsche Classic Partner Centres – Glasgow, Hatfield, Swindon and Leeds – with this being the first occasion on which a car from the marque's own collection has been rebuilt by anyone other than the museum itself.

To mark 40 years since the 924's UK launch, it is hoped that the car will be demonstrated at, among others, the Goodwood Festival of Speed and the Silverstone Classic.

HSCC's busy schedule

The Historic Sports Car Club has unveiled its calendar for 2016. Its 50th-anniversary year will open with a new two-day meeting at Castle Combe on 16-17 April, and will celebrate the club's first race – a Griffiths Formula encounter at the Wiltshire track in 1966.

Other highlights include the International Trophy on the Silverstone Grand Prix circuit (21-22 May), the Autosport three-hour meeting at Snetterton (4-5 June), the Historic Super Prix on the Brands Hatch GP layout (1-2 July) and the Oulton Park Gold Cup (27-29 August). The club also plays a role in the Spa Six Hours (16-18 September), the Donington Historic Festival (30 April-2 May) and the Silverstone Classic (29-31 July).

The classes for the 70s Road Sports Championship, meanwhile, have been revised for the coming season. To reflect the continuing popularity of the MGB, the 1600-2000cc category has been split into 1600-1800cc and 1801-2000cc. Also, the division between smaller steel- and glassfibre-bodied cars has been removed, with a single class now being used for cars up to 1600cc. For more information, see www.hscc.org.uk



The club is set to return to the Brands GP layout in July

Sporting diary

Races, rallies, trials and more

JANUARY

8-9 The Exeter Trial Youngest of the MCC's 'Big Three' events *www.themotorcyclingclub.org.uk*

14-17 Autosport International NEC Birmingham; public days 16-17 *08443 380338; www.autosportinternational.com*

21-24 Winter Marathon Based in Madonna di Campiglio, Italy 0039 030 827095; www.wintermarathon.it

24 Clee Hills Trial Shropshire *01886 812211; www.shelsley-walsh.co.uk*

24-29 The Winter Trial Based in Oslo *0031 578 561115; www.thewintertrial.eu*

27-3/2 Rallye Monte-Carlo Historique From Glasgow, Turin Copenhagen, Barcelona and Reims *00377 93 15 26 00; www.acm.mc*

For more events or to add your own, go to **www.classicandsportscar.com/diary**

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Clockwise, from main: the MG in '68 at Crystal Palace and New South Wales; the car as found, languishing in a Southampton scrapyard; numerous mods still fitted

A MARATHON RESTORATION AWAITS

An historically interesting MGB that (other than a couple of unconfirmed reports) hadn't been seen for 45 years has been rediscovered in a breaker's yard.



UMD 534F was one of only three sports cars to finish the 1968 London-Sydney Marathon (coming 42nd out of the 55 finishers), driven by Jean Denton and Tom Boyce. The latter had prepared the car with Tony Denton, Pete Smith and support from the factory.

Designed 'to raise the spirits of the country', the event was devised by Sir Max Aitken of the *Daily Express* over a lunch with Jocelyn Stevens and Tommy Sopwith. It attracted a great deal of publicity, with 100 entries including works teams and privateers.

Despite assistance from the Special Tuning Department at Abingdon, UMD 534F was technically a private entry. It was sponsored by *Nova* magazine, which was billed as being for 'a new kind of woman', although it's often said that there were more male readers than female ones!

After the rally, UMD 534F disappeared, although it is believed to have been on the south coast during the early 1990s.

It recently turned up in a Southampton scrapyard, an employee having spotted the London-Sydney badge on the dashboard and contacted the MG Car Club. MGB Register chairman, John Watson, went with a number of other people to view the B and, although it appeared to be in poor condition, it still featured an amazing number of modifications from the Marathon.

The Register bought the car and – with the help of British Motor Heritage and Bicester College's motorsport students, supporting the FBHVC's apprenticeship scheme – plans to restore it to Marathon rally spec. The MG will take part in the 50th anniversary celebrations in 2018, and last May appeared at the Marathon event at Gaydon, where it caused great interest.

Jean Denton, who died in 2001 at the age of 65, had an extraordinary career. Besides being a professional racing and rally driver for a few years, she also rose to the top in the motor industry before going on to become a director of a number of Government bodies. She was made a life peer in '91, becoming Baroness Denton of Wakefield and was later appointed as Parliamentary Under Secretary of State at the Department of Trade and Industry, which was then headed by Michael Heseltine.

Tom Boyce died in September 2015, but not before he'd given the club a lot of information about the car. Pete Smith, meanwhile, came forward after hearing about it and will be an advisor to the project.

For the latest news and pictures, visit www.mgb-register.org



'It turned up in a scrapyard, an employee having spotted the London-Sydney badge and contacted the MG club'



Author and historian Graham Robson (leaning on car) discusses the project with Pete Smith (seated)

Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual *C&SC* address or e-mail **james.elliott@haymarket.com** and you could win £100!

£100 UP FOR GRABS







While New Zealander Mark Stockdale was on holiday in Canberra, Australia, a friend who also likes classic cars recommended that he visit Flynn's Wrecking Yard in Cooma, about a 90-minute drive away in nearby New South Wales.

The site is home to more than 3000 vehicles dating back to the 1920s, but it's an operational facility and also dismantles newer models. The place is fairly orderly, with cars mostly placed in neat rows according to make – older marques tending to be at the far end of the field.

Unsurprisingly, Holden plus Australian Fords and Chryslers feature heavily. There is also a good collection of 1950s and 1960s Austins, as well as Standards, many Toyotas and Datsuns from the 1960s and '70s, and various pre-war American makes.



Stockdale reckons that the collection is comparable to the famous Horopito wrecker's yard – which is also known as Smash Palace – in the central part of New Zealand's North Island.

While most of the hulks are fairly recognisable, unusual cars include 1950s Skodas and Fiats, Simcas, Toyota Crown and Ford Zephyr utes, a few early Mitsubishis, plus a Lloyd, a Honda Z600 and a Renault Prairie.



Trumpf needs extensive restoration

Adler is only for the brave

Andy Jones recently acquired an Adler Trumpf four-seater cabrio from an acquaintance of his father. Apparently, the chap was well known for hoarding and even had a twin-boom Vampire jet fuselage in his back garden.

Adler made 25,000 of the independently suspended front-wheel-drive cars, and Jones thinks that his is from '38. It was found in a Hampshire scrapyard in 1967 and stripped but then left for 25 years. Remarkably, all that is missing is one wheel.

No history is known, but there was a 1956 London numberplate (SXN 93) attached to it. Jones said: "It's too much for me, but I like to think someone can do something with it." E-mail andy.jones@copiaproductions.com



After three decades in storage, Cooper is to be rebuilt at last

Mini had a mighty long wait

A 1964 Mini Cooper 'S' is finally to be restored, having waited for attention since the mid-1980s. The car belongs to David Wall of Toad Hall Works in Wroxham, Norfolk – he's been so busy with customers' projects that he hasn't had time to sort out his own collection.

Wall had been trying to get CVE 4C into his workshop since he bought it from East Ruston in 1985, and the photograph shows it in storage just before it was moved.

Although fitted with a Morris grille, the Mini is in actual fact an Austin Cooper 'S'. Wall first came across the car in 1985, when he was asked to go to a farm to give a quote for some restoration work on it. The owner decided not to have the repairs done, but ended up selling the Mini to Wall instead.

David said: "A few feet from it is a 1927 Austin Seven saloon, which has been waiting 30 years, too. The blue Mini beside it is a 1959 car, but that has been there for only 20 years. I have now reached retirement age, so things might move a bit quicker."

To give him his due, Wall spent a long time restoring a Tiger Moth, G ADNZ. The biplane has given him more than 600 hours of fun since it was completed.

Look familiar?



Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p4 address or e-mail your requests to **james.elliott@haymarket.com**



SPECIAL TYPE OF MYSTERY

Devon-based Mike Dalby has been asked to identify this unusual body. There is no chassis – the Austin Seven wheels in the photograph have just been leaned against the shell. It is probably from a one-off Austin or Ford special, but what is the history? Contact mikedatum@sky.com

WHERE IS FATHER'S ASTON?

In the mid-'60s, Duncan Cooper's dad bought a rare and unmarked three-year-old Dubonnet Aston Martin DB5 Vantage from a doctor. Cooper Snr collected the car, which he claimed could reach 151mph, from Waverley Station in Edinburgh and later replaced it with a Mk1 Jensen Interceptor. Does GAP 102C survive? If you know, contact duncanjfcooper@tiscali.co.uk





MISSING HIS OLD MIDGET

Steve Darby would very much like to trace his 1972 MG Midget, NGU 667L. He bought it from a lady in Blackheath in '74 but then sold it in 1980 in order to put down the deposit on a house. The MG was still in existence in October 2008, when this very magazine tested it against a Spitfire. If you know where it is, e-mail steve.darby@e2v.com



MICHAEL WARE
Former curator of the National Motor Museum, Beaulieu. Send submissions to meware@oakenbrow.demon.co.uk



Well-travelled Curlew resided in the UK and France before ending up in American hoard


Riley RMD drophead is waiting for rebuild


Elswick is based on Towns' 1972 Minissima

Eclectic stash includes oddities

Ian Hellings of Illinois collects microcars and invalid carriages – both powered and unpowered – as well as other vehicles. One of these was previously written about in this section of *C&SC* in October 2003.

Built by Crowborough Engineering of Newton Aycliffe, the diminutive wood and aluminium Curlew coupé was first registered in May 1950. Sadly, it was never fully developed because money ran out.

The only one made was stored by one of the backers, Kit Calvert, until his death in 1985. It was later sold by Tennants Auctioneers, going to a microcar enthusiast who, because of a move to France, subsequently passed the car to Hellings.

Elsewhere in the collection, an unrestored 1955 (pre-BMW) Iso Isetta is awaiting attention, and there is an ingenious, William Towns-designed, Mini-engined Elswick Envoy. This was able to accommodate a driver seated in a wheelchair but never caught on.

In another shed are larger cars, all of which are awaiting restoration. Among them, there's a 1952 Hillman Minx and a 1951 Rover P4 'Cyclops' (both Australian-built), with a '52 Rover alongside. Tucked behind a Humber Imperial and Super Snipe is a '53 Packard, while there is also a partly dismantled Austin-Healey Sprite plus a 1942 Packard 120 that looks complete. A desirable Riley RMD drophead rests near a beige Austin Princess R and a Borgward Isabella.

The most unusual cars are a 1915 and a 1917 Metz. These combined friction- and chain-drive and used the slogan: 'A speed for every need.'

A Triumph of ingenuity

When executors contacted Bob Cakebread of the Triumph Roadster Club, a fascinating modified car came to light.

The 1948 car, JYE 230, had been owned by club member Herbert Cole since '63. It has a fabric-covered fixed roof with a three-piece rear window and quarterlights behind the door glass, all adapted from an Austin Atlantic. Just like an A90, the centre of the rear screen can be dropped down. Other unique features include lights and indicators flared into the wings.

Contact technical@triumphroadster.org.uk if you can throw any light on the modifications and when they were made, or why the work stalled.






Unrestored board-track car was an intriguing curiosity

Racer steals the limelight

While the pre-war and classic racers were competing at the Vintage Sports Car Drivers Association's fixture at Road America last autumn, a concours called Gather on The Green was taking place in Elkhart Lake. There, on the lawn of a huge block of flats, was a wonderful selection of cars – from veterans to classics and all in immaculate condition. As the band played, the judges did their jobs and awarded the prizes. One car that had no hope of winning a trophy for Best in Show was a real barn-find in the shape of an old American board-track racer.

The skimpy 1914 flyer was powered by a 1000cc Indian big-twin and fitted with a three-speed transmission and chain drive. The present owner had recently bought it from the family of the original builder and driver. The battered little car got more attention than all the shiny classics on show.

Mystery Car Competition



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This has been confounding the internet. We reckon it is a Ford or Panhard-based special – with what look like Ace Cornercroft 'Turbo' wheel discs. There are hints of Ashley and Nickri but we can't find a precise match, so over to you. Entries by 1 March to Mystery Car Competition (February 2016) at the p4 address or e-mail james.elliott@haymarket.com with 'Mystery Car – February 2016' in the subject line. Please include your full postal address.



NOVEMBER'S WINNER

There was an excellent response to November's mystery car – in number and quality. It seems the ItalDesign-penned and Audi 80-based Karmann Asso di Picche (Ace of Spades), first in a series of 'aces' and clearly an influence on the quattro, was a hit with enthusiasts of a certain age. Honourable mentions go to Martin Campbell and Jan-Erling Rydquist, but Timothy Edwards takes the prize.





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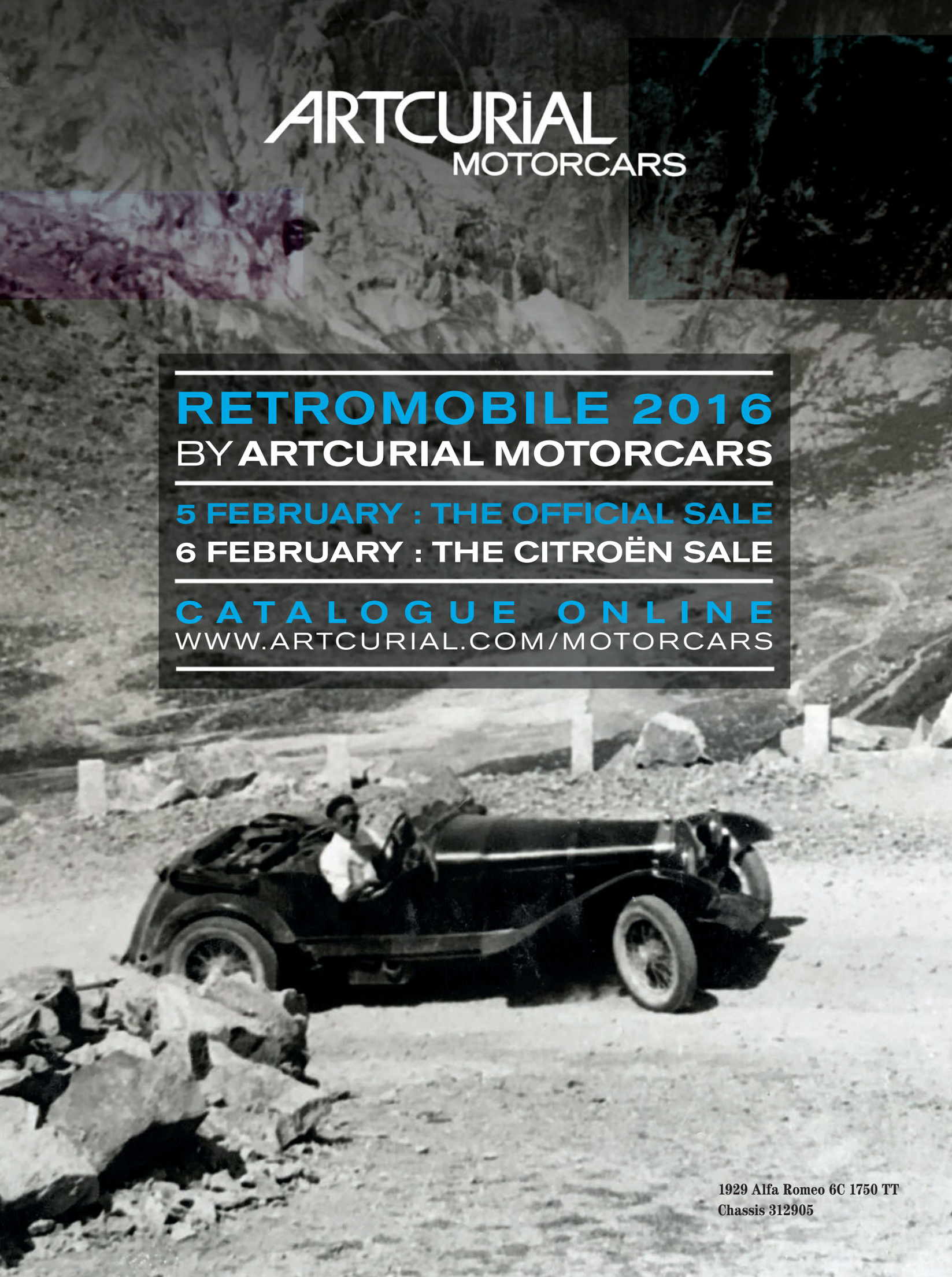
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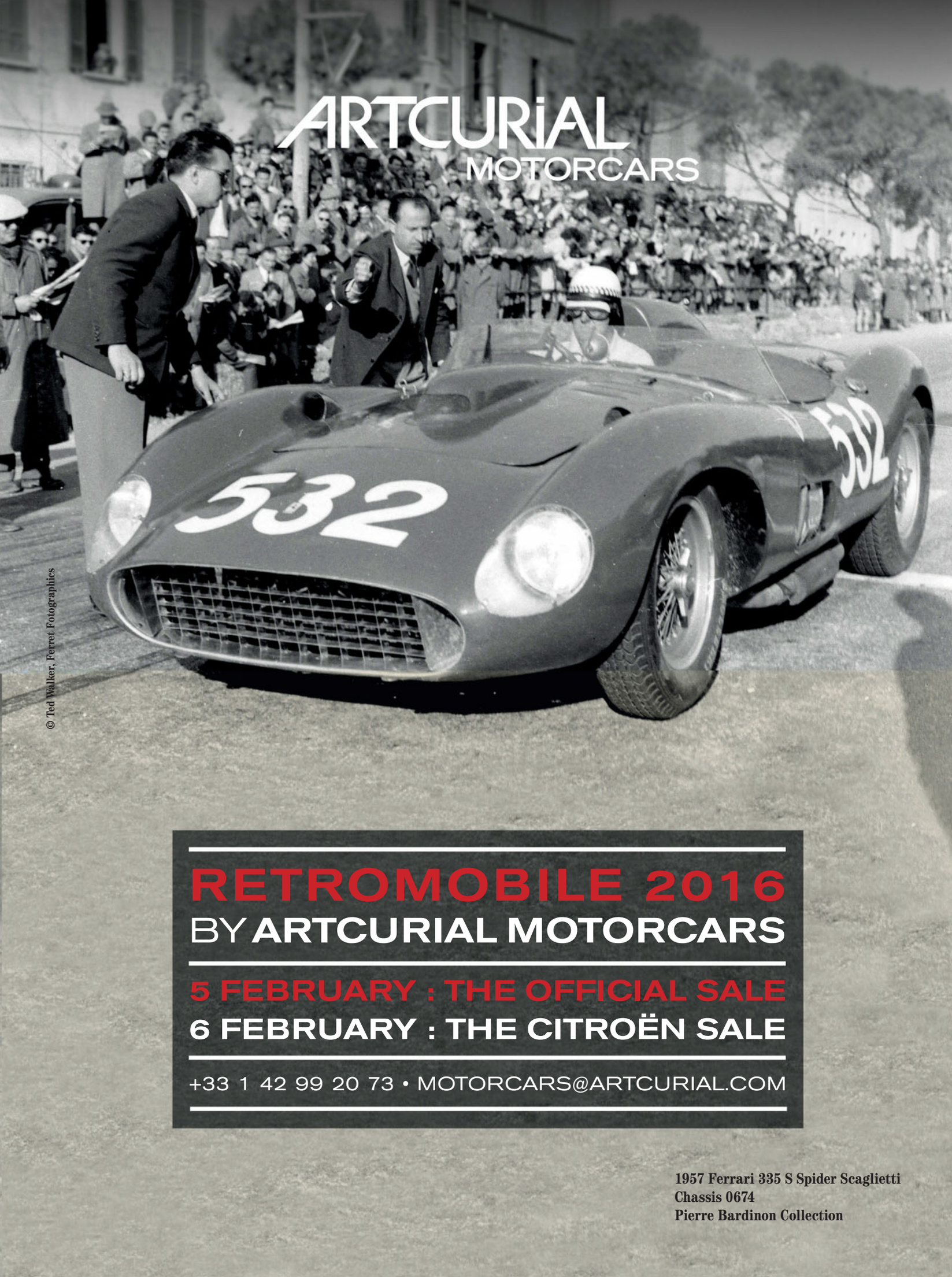
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Mick Walsh

FROM THE COCKPIT

There's been talk in recent years of a film script inspired by the life of Hellé Nice (see p114), but contemporary racer Violette Morris, who was referred to as 'the hyena of the Gestapo', would make a more shocking subject.

Regularly mistaken for a man due to her physique, masculine suited style and signature *clope au bec* (cigarette habitually hanging from the bottom lip), Morris was a one-off. In contrast to the glamorous Bugatti Queen Nice, this tough personality would go to amazing lengths to be competitive. When motor racing became a passion, she resorted to a double mastectomy just to provide more room in the cockpit.

Born in 1893, the youngest of six sisters, Morris spent her formative years in a convent where she developed tomboy characteristics and excelled at sports – boxing, javelin and weightlifting in particular. 'Anything a man can do, Violette can do' was her determined motto.

When Morris' husband was enlisted during WW1, she also signed up, first as motorcycle dispatch rider. Later, after taking lessons, she became an ambulance driver with the Red Cross through the harrowing Verdun battlefields on the Western Front. Only an illness forced her to return to Paris to recover.

When the hostilities ceased, Morris focused again on athletics and, aged 27, she shone at the 1921 Women's World Games in Paris, winning gold in the javelin and shot-put. The following year, she took the shot silver in Monte-Carlo.

Racing soon attracted Morris, first cycling, and then motorsport after a sponsor saw the publicity potential of a female entrant in the Bol d'Or, the premier cyclecar contest. Driving a loaned Benjamin in 1922, Morris surprised all of her critics with a fourth place and fastest lap around the St-Germain forest road course. This proved no fluke, because the next year she won the challenging Paris-Pyrénées-Paris Rally followed by more circuit success for Benjamin.

With an intimidating build – her muscular thighs and broad shoulders put most male rivals to shame – Morris cut an unsettling path through the sport and entertainment worlds of pre-WW2 Paris. A keen boxer, she was not intimidated by anyone, both on and off the field. She smoked a shocking three packets of American cigarettes a day, while her brazen sartorial style, bisexuality and indiscretions in changing rooms all eventually led to her exclusion from athletics.



Morris with Georges Irat sports car. Below: signature suited style, with formal brogues and a ciggie on the go

'Such was Morris' brutal reputation, a Resistance operation was organised to eliminate the traitor'



In the late '20s, Morris focused on motoring and opened an accessory shop in Paris where she specialised in BNC cyclecars. Looking as if she'd walked straight out of a Brassai photograph, her outrageous persona made her a popular figure with risqué Parisian society where friends included dancer Joséphine Baker. Morris' appeal against the French Women's Athletic Federation's refusal to renew her licence collapsed in court and, frustrated, she was tempted to join the Nazi security service (*Sicherheitsdienst*). At the behest of Adolf Hitler, Morris even received a VIP invitation to the '36 Berlin Olympics where she was awarded a medal from the authorities in recognition of her sporting achievements.

While continuing to compete with BNC and later Georges Irat sports cars, Morris became deeply involved with the Nazi party. Despairing of bourgeois politics at home, she enlisted as a spy for the *Sicherheitsdienst* and is said to have leaked details of the Maginot Line, plans for the Renault-Somuna tank, and lists of key telephone exchanges across France.

When Paris fell in 1940, Morris was spotted at the notorious Gestapo headquarters in Rue Lauriston, and operated on the black market where her driving skills and persuasive muscle were revered by the French underworld.

Morris made no secret of her affiliations with the Nazis and was quickly promoted within the Gestapo. She soon became a key target for the Resistance, being known for her ruthless tactics and brutal interrogations. It's believed that Morris played a key role in uncovering the English network, including the capture of Bugatti ace William Grover Williams and French racing hero Robert Benoist.

Such was Morris' reputation, an operation was organised to eliminate the traitor. On 26 April 1944, her supercharged Citröen Light 15 was ambushed by a Normandy Resistance group, and she died after machine-gun fire strafed the bodywork. A dramatic end to a life that even Quentin Tarantino might regard as too far-fetched.

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James Elliott

MISFIRE

I am officially in mourning for the *C&SC* workshop, which is to be razed to the ground following our big office move out of Teddington Studios – now to become luxury riverside homes – and into Twickenham. My grief might seem strange because we were only in the Studios for a decade, and we didn't even have the workshop for all of that, but it is very real. Oddly, the garage was created for motorcycle mag *Two Wheels Only*. It had asked for somewhere to fettle 'bikes, so an outbuilding was magically converted for its exclusive use.

When *TWO* vanished, the *C&SC* vultures (Port and myself, plus then-publisher Stuart Forrest) 'occupied' the oddly shaped space that we so coveted. The blagmeister (Port) kitted it out and we were in business. And for some of us everything changed that day. With the right tools and facilities on the doorstep, we could do so much more work on our cars, which meant that we could use them a lot more. Also, by doing everything ourselves, we lost a lot of blood, but we saved a fortune… to spend on more classics.

> 'For the most part, it was like a big team-building exercise – galvanising *C&SC* like nothing else'

Everyone on the team has fond and not so fond memories of that workshop (somewhere in the rubble remains a bit of one of my fingers). On the plus side, no one (quite) died, many vehicles were kept running, engines and 'boxes were swapped and rebuilt, skills were learnt, banter was banted and a bunch of desk jockeys spent hours living their dream of being proper mechanics.

In the course of working on *Our classics* in that little shed, we each had flashes of inspiration, moments of genius and protracted bouts of depression and insanity. Among myriad other vital life lessons, we discovered that trolley jacks don't work at 90°, that one Alfa Romeo coil can bend four spring compressors, that the right way to do something only emerges after every wrong way has been exhausted, and that XK150 engines don't "just slide into place" like they're meant to.

More than anything, however, we have learnt what a great bunch of proper enthusiasts we work with. Sure, there were plenty of tool-throwing disagreements, but for the most part it was like a big team-building exercise, galvanising *C&SC* like nothing else. There were immensely uplifting occasions when everyone would pile into a job to keep their colleague on the road, or times of empathy when you knew that just standing there in silent moral support was what the situation needed. Best of all, when a tricky job that was the difference between getting home that night or not (we were habitually overambitious with our lunch-hours and usually without a Plan B) had overrun, Evans would appear with a steaming hot cuppa. I will miss them all.

Truth be told, we became pretty efficient at achieving a lot in just 60 mins. Port perfected the 912 pitstop: engine dropped, fiddled with and replaced in well under an hour, while Graeme Hurst mastered the art of helping in his own considered style. This entailed turning up when the lunch-hour was virtually over and looking on urbanely while eating pasta delicacies out of Tupperware. The alternative South African method of assistance came from Rob Pittaway: applying heat.

As Haymarket quit its former HQ overlooking Teddington Lock, the last thing to leave the site was my Triumph, which darted out of the garage like a gazelle breaking cover and weaved between frantic removal and demolition men.

The previous week, Port, Page and myself had enjoyed one last day of pretending to be real men. We hired a van, scattered Styrofoam cups and red-tops over the dash and stripped the shed of all the kit we could salvage before stashing it in a lock-up and then heading "darn the caff" for more dubious impressions of Dick van Dyke.

We half-inched the fixtures because we retain a vain hope of finding a replacement workshop. Sadly, being on the fringes of London, where garages are marketed as bijou £1000-a-month flats and every railway arch is filled by a hipster coffee bar, this looks unlikely unless a guardian angel comes to the aid of a few boracic hobbyists.

Joni Mitchell was wrong: when it comes to the defunct *C&SC* workshop – or paradise as I now think of it – we knew exactly what we had when we actually had it, thanks very much.









Memories of Shangri-La: dropping the Scimitar's back axle; Interceptor in for surgery with flailing rack; Len Hand repaired its mounting; Pittaway helps with Landie gearbox swap

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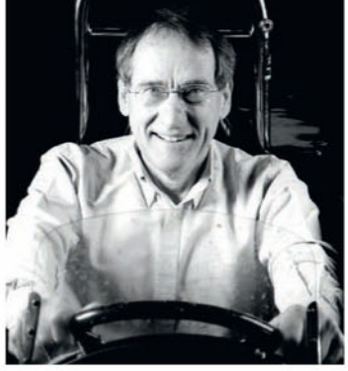
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Simon Taylor

FULL THROTTLE

In the good old days, if you wanted to buy a car you turned to the back of your favourite magazine and went through 'the smalls' – the classified advertising. The more successful publications had reams of this stuff, magical prospects coming off the page that offered in a few brief lines a Type 35 Bugatti for £215, an Allard K1 for £85, a three-year-old ex-works C-type Jaguar for £1150.

Most magazines just had grey slabs of tiny type. *The Autocar* in the 1930s and '50s often ran to 80 pages of it, alphabetically by manufacturer. Others might include little matchbox-sized pictures. Then the better dealers began to book quarter- and half-page display panels to list their stock, although the downmarket operators still bought three lines at a shilling a line and sold at the kerbside, with a wodge of ratty fivers changing hands over a half of mild in the pub opposite.

It's all rather more polished now. For one thing, you can't get an ex-works C-type for £1150 any more. Also, magazines such as *Classic & Sports Car* are far better printed, with high-res photo reproduction on shiny paper.

We still carry classifieds, of course, but anyone can take a picture on a phone now, so most of them are illustrated. Meanwhile the bomb-site Berts with their halves of mild are now smart entrepreneurs with expensive shirts, classy emporia and glittering stock-lists.

Their adverts, beautifully spread over one, two or more pages, are a richer source of dreams than ever. When a vendor wants a very expensive car to look as if it's worth every penny of Price On Application, he can do the job with fine photography, an artistic layout and copy that really does describe the car.

But unfortunately too many still fall back on car traders' adjectives such as *exceptional*, *unmolested*, *outstanding* or that clichéd perennial *stunning*, which actually means it renders you unconscious. They may also select phrases such as *matching numbers*, *all tools and books*, *wonderfully patinated*, or the current favourite to describe a car that may be in urgent need of much expenditure, *superb oily rag car*. I once bought a Porsche 928 that was listed as 'one owner, very low mileage'. This description turned out to be entirely true because its one owner had left it parked, deteriorating quietly, while he was detained at Her Majesty's Pleasure.



Mass and Alfa 8C evoke Campari in breathtaking Van Gogh landscape. Below: our hero cleans a plug before setting off



'The bomb-site Berts with their halves of mild are now entrepreneurs with expensive shirts'

For the most expensive vehicles, sometimes a one-off brochure is printed, following the lead of estate agents selling upmarket properties. When the magazine advertisement brings in enquiries, the response is a handsome publication of 12, 16 or even more pages, full of the car's pedigree and some more gleaming photographs and flowery prose. The best of these are very nicely done, and may even be hardback. They are worth keeping, and dreamers who can persuade dealers that they are likely prospects hoard them, just as small boys used to get catalogues off motor show stands by saying that they'd try to persuade Daddy to buy a Jaguar.

Now there is an even grander departure: the sales movie. I was first aware of it from some of the brasher auction houses, which would e-mail a clumsy video made with a hand-held camera, accompanied by a voice-over that hit you between the ears like the patter of a hearty snake-oil salesman. They're getting much better now; but nothing can approach the polish, creativity and brilliant direction of Simon Kidston's efforts.

Much of Simon's business, which is based in Switzerland, involves tactfully putting a willing buyer in touch with a willing seller of an astronomically valuable car. Said car may never overtly be put on sale. In the case of the ex-Giuseppe Campari 1932 Alfa Romeo 8C, one shudders to think how much the price might be, but it's evidently worth Simon and his team producing a tiny masterpiece of lyricism, style and panache, extremely expensively shot with vistas, aerial drones, on-board cameras and a masterly soundtrack. There are two stars: the car, of course, and Jochen Mass, who has been excellently cast as the burly Giuseppe.

Almost all of us can only ever fantasise about owning this car. But, accompanied by *Turandot*'s most famous aria – to remind us that Campari was also an opera singer – it makes up four minutes of the loveliest aural and visual experience I've seen in ages.

Go to www.kidston.com/kidston-movies, and click on Rosso-Campari. Then switch to full screen, and turn your speakers up.

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Martin Buckley

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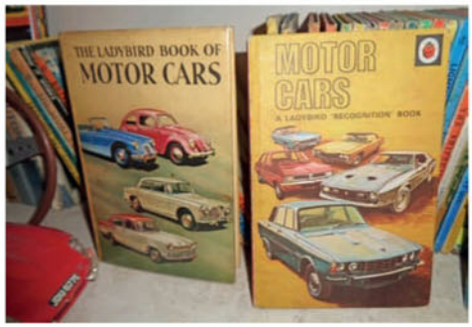
Would you like to see some children's car books? If that sounds like an unsavoury invitation from a 1970s public information film about the dangers of getting into a Mk3 Cortina estate with a stranger, it's not meant to. No, it just so happens that I do have a large collection of '60s and '70s childrens' books about the wonderful and exciting world of cars. This is the sort of colourful stuff that I remember from when I was a child – books possessed of the sort of innocence and charm that would probably make today's kids snigger, but which 40 or 50 years on have a connection with ordinary life at the time that is irresistible.

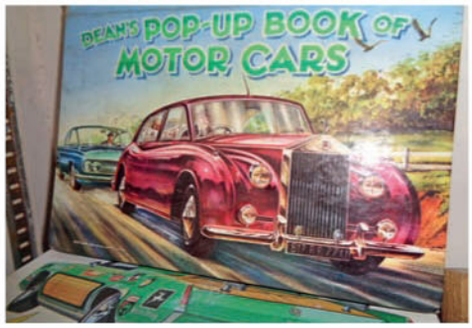
Buckley is revisiting – or is it regressing to? – his childhood via his stash of kids' books, which need to have wonky illustrations for maximum appeal

At first, I wanted to find all my old Ladybird books. Not just the straightforward 'recognition' ones (the 1970s versions of which have a remarkable number of cars that I have actually owned) but also classics such as *The Car Makers* and particularly *The Story of the Motor Car*. Somehow, the illustrations from that are indelibly imprinted upon my memory but, even in the early 1970s, the latter's cheerful depiction of 'modern motoring' looked so dated that it might as well have come from another century.

There is, of course, a world beyond Ladybird of larger-format titles with fat cardboard pages that little chubby digits could negotiate and scribble on or you could dribble over. I have amassed 10 or 15 of these from shows and car-boot sales. I don't believe that I had any of them when I was a nipper, but they have the right feel about them. In fact, I reckon that I progressed so quickly to reading the *Daily Mail Motor Show Review* and then *Car* that I missed out swathes of kids' books that I am now catching up on.

One of my favourites of this genre is *A Picture Book of Motor Cars*, which I have just realised was printed in Tokyo. That probably explains the mixed cultural messages that it contains in the illustrations. The first page, for instance, depicts a happy European family out for a country drive in a right-hand-drive, late-'50s Ford Fairlane (the book was printed in 1968) on what would appear to be English plates, while the landscape looks distinctly American Mid West.







'There is a world beyond Ladybird with fat, large-format pages that chubby digits could scribble on'

Another highlight is the little spotter's guide by Orbit. *Sports Cars* (book one) has a cover with probably the worst picture of an E-type that I have ever seen. It goes on to depict 15 other similarly poorly sketched roadsters of the early '60s, several of which had long since left production by the time the book was published.

To be fair, maybe cars are just difficult to draw. The artist responsible for the illustrations in *All On Wheels* does a mean London bus or Scarab 'Mechanical Horse', but struggles with what I assume is supposed to be a Park Ward Bentley S1 Continental on the front cover. Not only does it look as if it is about to be crushed (or overtaken) by a road roller, but its occupants are improbably dressed in loud sports jackets.

The copy that goes with the pictures in these mini-masterpieces ranges from the basic – as in *See The Big Cars*, in which a Rolls-Royce Phantom V is called simply a 'Saloon Car', a Mk1 Escort a 'Family Car' and a Bond Bug, rather anachronistically, a 'Bubble Car' – to the surprisingly sophisticated. For instance, *About a Motor Car* (authored by the improbably named Phyllis Ladyman) goes into good wholesome detail about how an automobile works – crankshafts, distributors, the lot – and I suspect may have been given out to learner drivers in the 1950s and '60s.

The much larger *Motor Cars of the World* has the feel of something that I might have found in the school library on a rainy Tuesday lunchtime. It mixes scholarly text with exotic mid-1960s visual subjects: Mercedes-Benz W111 cabriolet, Lancia Flaminia Zagato, Maserati 5000GT (the Aga Khan car, in fact, although it is not described as such). Plus, there's the inevitable Silver Cloud 'adaptation' drophead that it seems nobody putting together one of these publications in the 1960s could resist. No wonder I have always been so obsessed with them.

Strangely, the worse the illustrations – and these books have to use illustrations and not photographs to hold any appeal for me – the 'better' they are. *Dean's Pop-up Book of Motor Cars* features a horribly disfigured representation of (yes) a Rolls-Royce Silver Cloud on the front cover. It possibly also gets the prize for the daftest copy inside, with lines such as: 'Here is a Daimler double-decker bus overtaking a red MG… they look as though they are having a race. I wonder who will win?'

If I'd read that dialogue out to either of my kids, they would probably have punched me to the ground and stolen my wallet.

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Letter of the month

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Childhood memories of Jock's Aston

On reading the articles on St John Horsfall in the September issue of *C&SC*, memories came back from the 1940s when Jock used to test his Astons up the main road through Botesdale (near Diss), where I lived.

He used a local garage (now a block of flats) in neighbouring Rickinghall and a young mechanic used to help with the preparation. One day, I heard the wailing roar of the Aston and rushed outside to see our hero belting up the hill out of the dip with a big grin on his face, the mechanic sitting on the fin with his feet on the seat beside the driver. They were doing at least 60mph.

Often on my way back from school I would watch Jock hurtling down a narrow winding country lane on his motorcycle – without a crash helmet, of course – just stopping before the main road. He would sit there in what seemed like ecstasy as he grinned at us children before returning back up the hill to repeat the impossible switchback journey over and over again.

The Spa Special used to get parked in a yard opposite Oliver Sears' Hamblyn House country club, where work was carried out (Sears also had his own Aston Ulster there). One day, I walked into the yard and – a cheeky lad of 10 – announced to Jock: "I have come to look over your car." For a split second he had that alert look shown in Mick Walsh's *From the cockpit* column, then he replied: "Of course." We looked at the engine, springs, body panels, tyres, exhaust – in fact, every aspect of the development. He was utterly charming and sincere as he explained what he was doing and why, and thanked me for my interest.

On the strength of this daily exposure to Astons, my father (best known for his book *Tarka the Otter*) bought a 15/98 2-litre, DYY 764, that he used as everyday transport for himself, wives, girlfriends and four children back and forth across England for nine years. I last saw the car being raced by a chap by the name of Cann at Silverstone in 1979. I wonder where it is now?



Horsfall testing the Aston (pictured here at Spa) left a lasting impression on Williamson



Richard Williamson
Chichester, West Sussex

Hybrid headache

I really enjoyed Martin Buckley's piece on the Honda Insight (*C&SC*, December 2015) and his conversion to the car's all-round excellent drivability. After 15 years' experience of the model (my wife bought Salisbury dealer August Motors' demonstrator in 2001 as her shopping trolley), I can concur on all the characteristics you describe.

The miles per gallon indicated on the dash display has always stayed between 65 and 70mpg, despite the car being used mostly for local journeys, interspersed with a few 300-milers.

There is, however, one serious disadvantage to long-term ownership and that is the very high cost of replacing the hybrid battery pack. The original item had a six-year warranty when the car was new, with any balance being transferred to the subsequent owner if the car was sold. Our first unit lasted for nine years, which seemed reasonable. The replacement didn't quite last for six years, and the cost of a new one was really more than the car was worth. I expected some contribution from Honda, because the life was less than six years, but discovered to my extreme surprise that replacement batteries are only covered for a period of 12 months, as is the case for any other spare part, so all the risk is with the buyer.

As a matter of interest, I found that a good indicator for the imminent demise of the hybrid battery is a change in the characteristics of the Insight's stop-start system. This becomes intermittent and refuses to restart the car, which is rather embarrassing sometimes.



Insight is a great car, says Dawe, but the batteries are costly when they eventually fail

The first time this happened was in the dark, during the rush hour, in heavy traffic and driving rain. It caused a bit of panic. Subsequently, I discovered that the situation could easily be recovered by turning the ignition off, counting to five and switching back to the start position.

When the battery was really finished, I had another surprise on restarting: a loud graunching noise coming from the engine bay. This was caused by the unused-for-nine-years 12-volt starter motor coming to the rescue (normal starting by the hybrid motor being noiseless).

I discovered recently that there is an aftermarket supplier of battery packs in the USA called Bumblebee Batteries. The firm claims to have a product offering a 30% improvement on the original unit for three main operating parameters: capacity, life and internal resistance.

A warranty of up to five years is available and the price is about 30% cheaper than original Honda replacements. The only downside would appear to be transport; it is a very heavy item, and could possibly be regarded as a hazardous package.

Thank you for what is a varied and interesting magazine.

Robin Dawe
Via e-mail

Don't B unfair to it

Once again the poor old MGB, in this case the GT, gets a hammering – this time in Malcolm Thorne's otherwise superb article on the Datsun Z-cars (October 2015).

There is no denying that the MG was antiquated in some respects. Its problem was that it was marketed well beyond its sell-by date, but its continued popularity speaks volumes for the basic design. The MG's issue was the people in control of the purse-strings at BL.

Unlike in Japan, where Nissan's engineers were allowed to build a vehicle that went and handled well, Abingdon had one hand tied behind its back throughout the B's life. There were many things the car was intended to have (such as IRS and different motors) but the bean-counters said no. It took the likes of Nissan and other foreign manufacturers to show our motor industry that it had lost its monopoly, if not its blinkered approach to designing, manufacturing and selling cars. One wonders what went on in the boardrooms in the late '60s and early '70s, because they don't seem to have seen it coming.

Hell, if MG had been allowed to get on with what it should have been doing, the company would have had a mid-engined coupé ready for release in 1971.

Mark Nelson
Sydney, Australia



Alpine-Renault's R16 engine can't have been turned around, says our observant reader

That wouldn't work

In Malcolm Thorne's piece on Alpines (*C&SC*, December 2015), he states that the ultimate A110 had the motor from the Renault 16TS, turned through 180° and placed behind the gearbox.

The R16's engine was mounted in the front of the car, behind its gearbox and driving the front wheels. If it were turned around for the Alpine, the take-off would be at the back and so wouldn't mate up with the 'box in front of it. To have been of any use, the power unit would have to have remained in the same orientation as in the R16.

He also says that the A110 was offered as a cabriolet, 2+2 coupé and *berlinette*, but that production was biased towards 'the latter'. The words 'former' and 'latter' are only applicable when distinguishing between two choices; for more than two, 'first' and 'last' would be correct. Nevertheless, December's issue was, as always, a riveting read.

Bob Allen
Via e-mail



Priestman has a press kit for this very car

Ogling at the show

What a super issue November 2015 was. First James Elliott's column on the Ogle Sotheby Special caught my eye, then so did Simon Taylor's memories of the Earls Court Motor Show – albeit for different reasons.

The Ogle story sent me scurrying off to the loft where, after some digging, I found the company's own press pack for this one-off. Inside the envelope were a brochure, press release (in English and French) and specification sheets, as well as information about the firm's work on the Scimitar GTE, electric city cars, buses and pushchairs. The bumf was originally sent to me by my good friend David McMullan MBE at Crayford Auto Design in '78, and was signed by Richard Hamblin, new product development manager at Ogle. I wonder how many of these press packs survive? I see that the car sold at auction, so maybe the new owner would like to get in touch.

Simon Taylor's *Full Throttle* memories took me back to the early '60s and bunking off school to see the Earls Court Motor Show in its heyday. Like many, I would struggle home with as many press packs and brochures as I could carry. If only I'd kept them 50 years or more.

I have read several features on the Earls Court theme. One thing they all missed, and it impressed me when I was 16 years old, was that on 'show days only' (check any old London Transport map) the Tube gave such exhibitions their own stop, complete with an underground link leading directly into the event.

You got off the train at Earls Court, followed the Motor Show exit sign, entered a very long tunnel and joined a crowd worse than that on the Tube itself – tens of thousands of people, all trying to get there for the opening. You could almost lift your feet and let the mob carry you along in the dim light – shades of the Goodwood Revival track tunnel on a Saturday! Then suddenly, from no view in front at all, you burst into the bright lights and buzz inside the show concourse, with only the final hurdle of the turnstiles to go.

The walk back down that tunnel at the end of the day, with the extra burden of so many freebie brochures, always seemed longer.

Many years later, I exhibited at the only classic car show ever to be held at Earls Court – representing the Crayford Convertible Car Club – and was reminded of another unique feature of the venue.

I'd never been to the Boat Show at Earls Court, but seeing the replicated marina on television, I'd always wondered how the water got there. I got my answer when told not to drive in the halls where red flags marked areas covered in wooden boards. "Do not drive over them," I was told, "or you could end up in the pool." Yes, the harbour was a permanent feature beneath the main floor that many were unaware of.

David McMullan also reminded us in his book *The Crayford Story* that he, too, had walked the walk at the Earls Court Motor Show post-war, after being demobbed. Making his way around the stands, he said to himself: "One day I will be here with my own car and my own company." And he was, under the Crayford banner. How many people can say that? Let's see: Herbert Austin, Sydney Allard, John Cooper…

Barry Priestman
Crayford Convertible Car Club



Box has fond memories of the Long Four

Bradford devotee

It was good to see that my old Jowett is still delivering adventurous motoring to its current owner (*Your classics*, December 2015).

I bought the car in the Stockport area in 1966 for £100 and the deal included delivery to my home near Kendal. Had I lived 10 miles up the road it would not have reached me, because the clutch splines stripped on my first run. It was rebuilt in '67 and thereafter used quite extensively, including to a 'Lost Causes' rally at Beaulieu and on one of the VSCC's Measham night rallies. It was, fortunately, totally reliable.

I've run Jowetts for 60 years. The club is most supportive with excellent parts coverage, as witnessed by Mr Bangham's wait of only two days for spares in France. I hope he enjoys many miles of pleasure in it.

John Box
Burton-in-Kendal, Cumbria

Pedant of the month



Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to **james.elliott@haymarket.com**

On p48 of the December 2015 issue, an errant comma has given fictional train driver Casey Jones a role in *Thunder in Carolina*. The sentence: 'Familiar faces include Alan Hay Jnr, best known for *Bonanza*, and Casey Jones, who plays the loyal team manager…' should read: 'Familiar faces include Alan Hay Jnr, best known for *Bonanza* and *Casey Jones*, who plays the loyal team manager…'



Ian Wegg

Comments and clarifications

Regarding Stephen Bentley's letter in the December issue: to be fair to Louis Renault, he never did make a front-drive car. By the time the R4 was introduced, *la Régie* was state-owned and Louis had died in prison.

David Marsden

I read with interest the feature on the Opel Commodore and Rekord (December 2015). There is a small error in the last part of the article, though – the vehicle was indeed produced in South America, but only in Brazil. In addition, the model name was Opala, not Comodoro.

The cars were produced from the early '70s and included coupé, sedan and a two-door station wagon (the Caravan). The four-door was the car of choice for generals, civil servants and (during the dictatorship) the secret police. The two-door was available as the Opala SS, a sports version with a boring 'four' or fabulous 4100cc 'six.' Opalas were available (in six-cylinder form) with an auto, but were more commonly fitted with a 'three on the tree' or a 'four on the floor.'

I briefly owned an Opala Caravan Comodoro Automatico with the 4.1-litre engine. It left nothing to be desired in terms of performance and comfort when compared to American cars of the same period.

Bruce Healey



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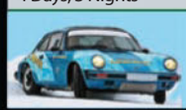
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1955 Frankfurt Motor Show
Photo courtesy of Porsche Archives







1955 Porsche 550 Spyder Chassis no. 550-0068
1978 Ferrari 512 BB Chassis no. 23125
1989 Ferrari F40 Chassis no. 80161; Originally owned by Stefano Casiraghi
1974 Ferrari 365 GT4 BB Chassis no. 17709
1957 Mercedes-Benz 300 Sc Coupé Chassis no. 188.014.7500024
1963 Ghia L6.4 Coupé Chassis no. 0313
1951 Alfa Romeo 6C 2500 SS Villa d'Este Coachwork by Touring; Chassis no. 915910
2004 Ferrari Enzo Chassis no. 135564
1955 Mercedes-Benz 300 SL Gullwing Chassis no. 198.040.5500272

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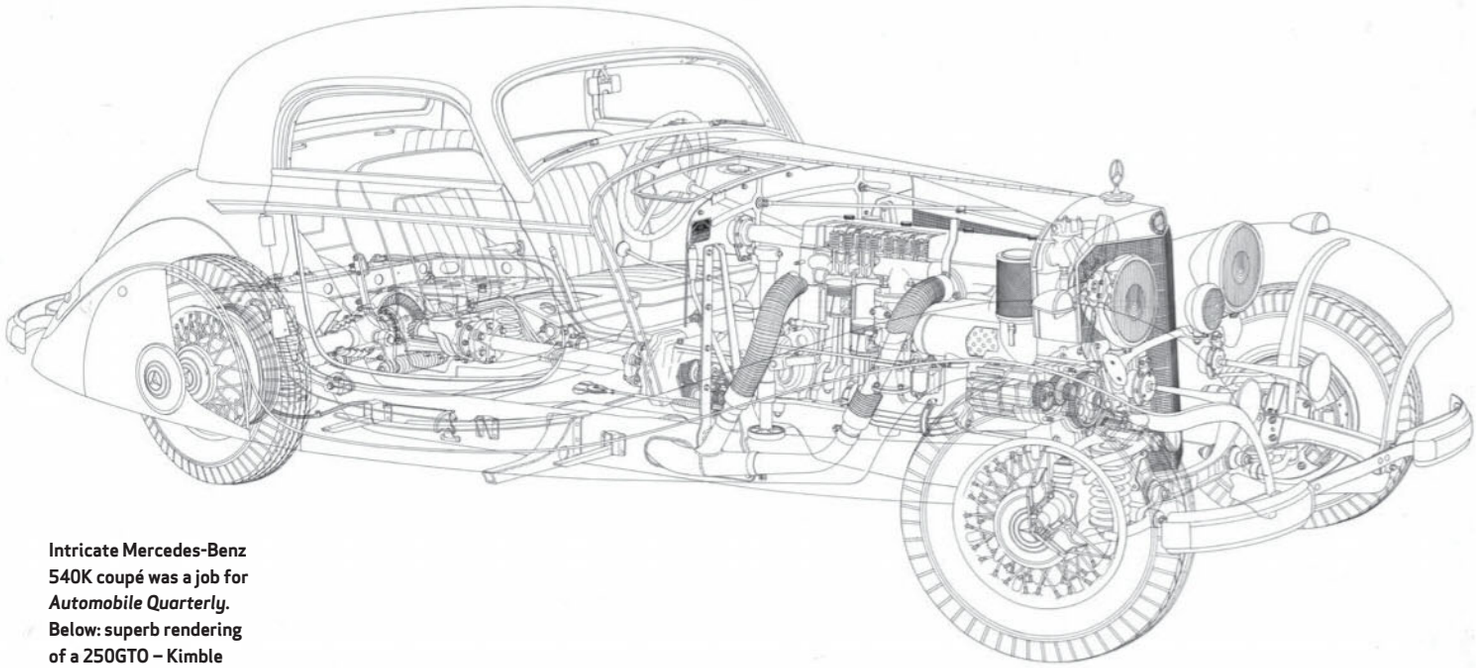


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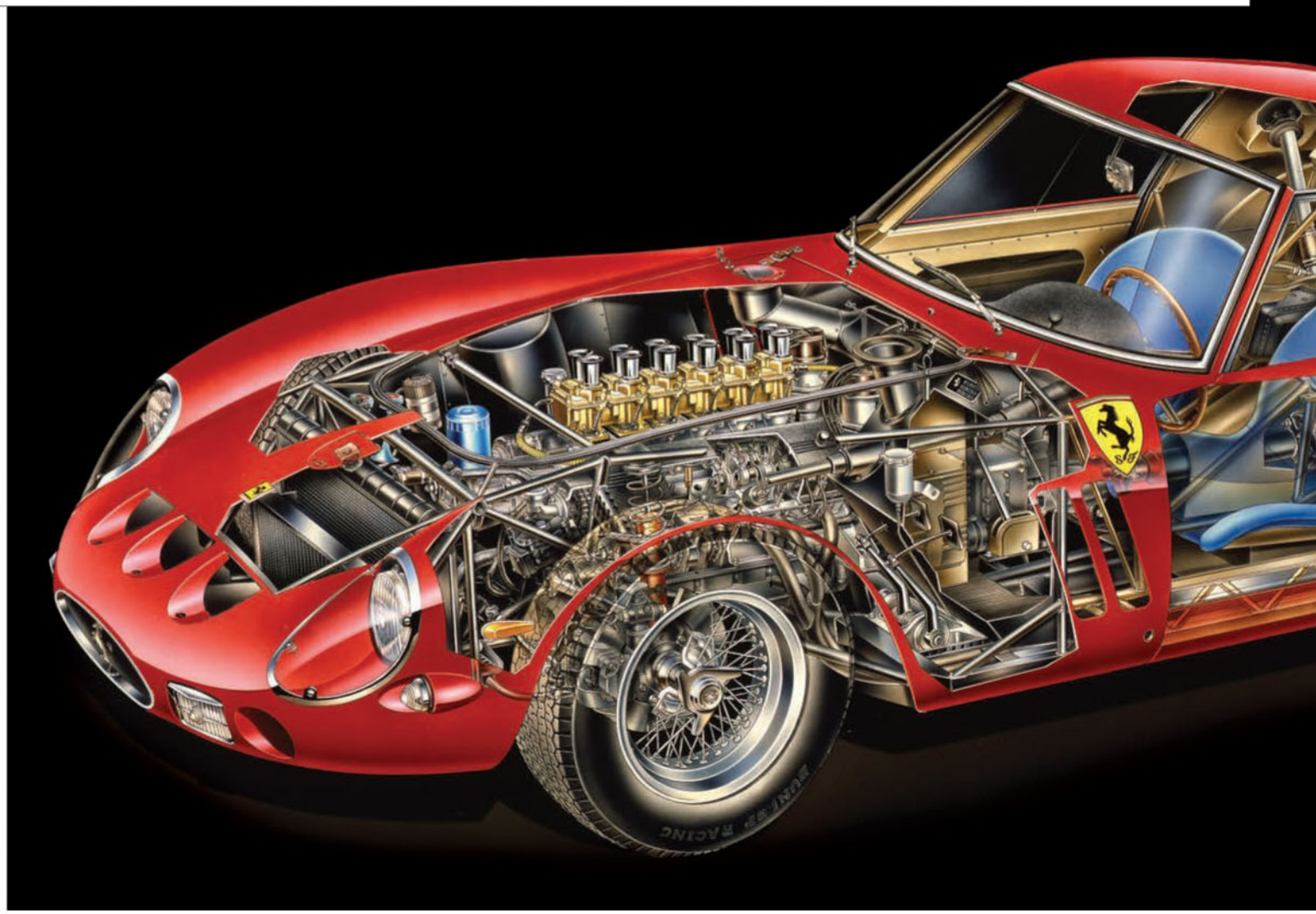
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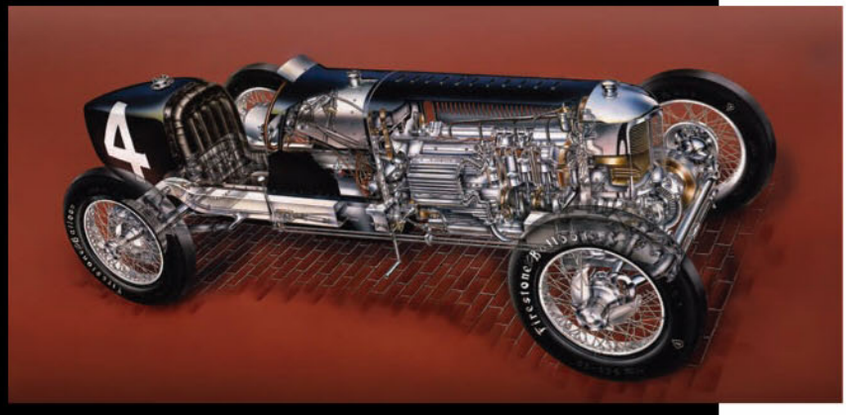
Intricate Mercedes-Benz 540K coupé was a job for *Automobile Quarterly*. Below: superb rendering of a 250GTO – Kimble does everything by hand

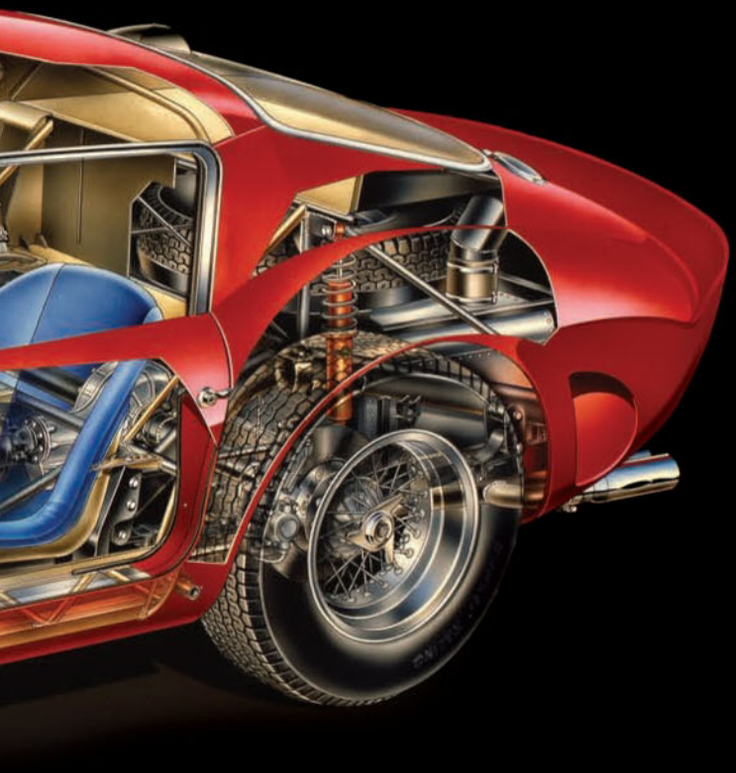


David Kimble

The master of automotive cutaways







From top: subjects don't just include exotica and racers, as proven by Alpine GTA; front-wheel-drive Miller 91 shown on the Indy bricks. Right: pencil sketch of the monstrous McLaren M8 Can-Am car

American artist Kimble's indoctrination into cars and appreciation of engineering came via his father. "Dad was an aerospace engineer and a keen motorsport fan who raced midgets before WW2," he says. "His friends included Frank Kurtis, and visits to speed shops to see race cars under construction left a lasting impression."

An early passion for drawing led to a technical illustration course at the Pasadena Academy, where Kimble soon found that successful 'see through' art required him to have the same understanding of a subject as the designers and constructors. An introduction to Ted Halibrand led to Kimble's first racing car commission – the Shrike Indianapolis car for a brochure: "All summer in 1964 I was in a state of high anxiety because I'd never done anything that complex." The finished artwork was worth the anguish, and Jerry Titus, the technical editor of *Sports Car Graphic* magazine, was so impressed that he invited Kimble to write and illustrate a preview feature on the 1965 Indy 500. The story provided a legitimate reason to visit all the race shops and engine builders in Los Angeles.

After various design jobs, including a stint at Chaparral in Texas, Kimble's big break came in 1982 with a commission from *Motor Trend* magazine to illustrate the latest Corvette: "That led to a long-term relationship with General Motors and work for major manufacturers in Europe and Japan."

As well as complete car studies, Kimble also built a reputation for sectioned engine artwork.

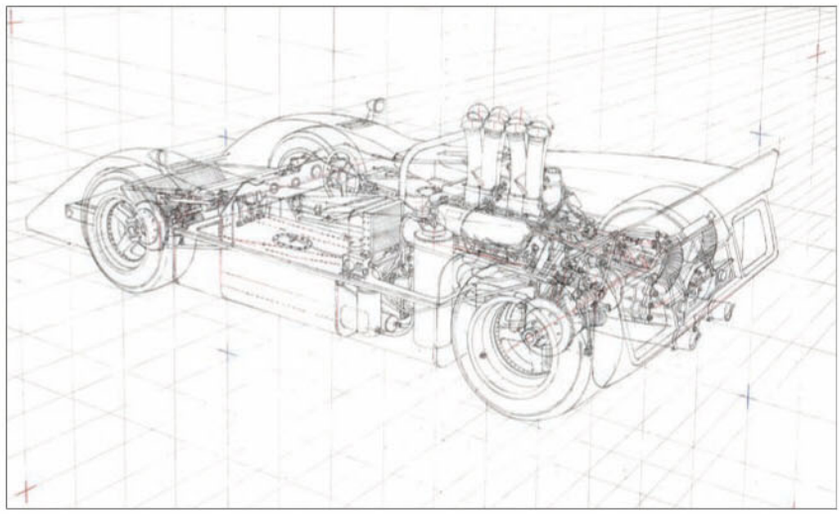
A dedicated historian now working from a converted cinema in Marfa, Texas, Kimble has greatly enjoyed doing cutaways of classic subjects when his busy schedule allowed. Highlights have included a 1930 Duesenberg Model J for John Mozart: "It was a Murphy-bodied boat-tail speedster built for George Whittell. I was lucky to visit the car during restoration from a rolling chassis at Tom Bachelor's workshop in Reno."

The impressive result led to work from Scott Bailey at *Automobile Quarterly*, including a Mercedes-Benz 540K coupé, the long-lost 1929 Auburn Cabin Speedster, and the ex-Leon Duray Miller 91 in the Indy Museum.

From cruise liners to the Starship *Enterprise*, Kimble's work is by no means limited to automotive subjects. Subjects have included a sectioned study of the Model T production line at Highland Park: "It was a project for *National Geographic*. Plastic kits were a handy reference, and I even made a pilgrimage to the historic site in Detroit. It was a challenge to talk my way past security.

"I enjoy keeping up with modern technology, but my passion is the past. There are several cars I'd love to draw, with the 1911 Grand Prix Fiat Tipo 74 and the Alfa Romeo 8C-2900 top of the list. All of my work is still done by hand and the only software is between my ears. I don't use computers." **MW**

Discover more of Kimble's artwork in Cutaways: The Techniques and Stories Behind The Art. ISBN 978 1 6132517 37. See www.chaters.co.uk





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CLASSIC & SPORTS CAR

BOOK OF THE MONTH

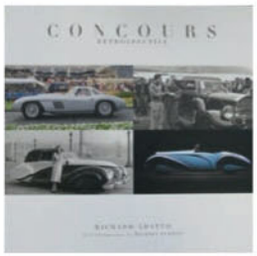
FORD GT



The story of how Ford tried to buy Ferrari in the early 1960s – and then embarked on a money-no-object campaign to beat it at Le Mans when Enzo backed out – is well known. This new publication recounts it in depth, and in a hugely entertaining fashion – concentrating as much on the fascinating characters involved as the legendary cars.

From the faltering first steps with Eric Broadley, to developments under John Wyer's FAV concern and success with Carroll Shelby, renowned authority Preston Lerner follows the GT programme through its highs and lows. The controversial finish at Le Mans in 1966, when Ford attempted to stage a dead heat, is covered in detail, as is the famous win for Dan Gurney and AJ Foyt, against a stellar field, in 1967.

The text is accompanied by an outstanding selection of Dave Friedman's period images, and for £45 this large hardback is superb value for money. **JP** *£45 Preston Lerner, Motorbooks. ISBN 978 0 7603 4787 4*



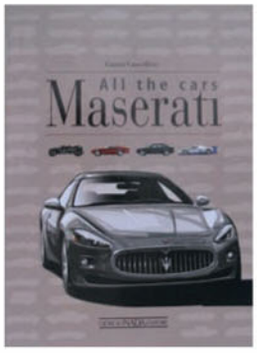
Concours

This hefty title celebrates the concours d'elegance from its stylish French origins through to Pebble Beach and recent European events. This is very much a coffee-table edition and the format is mainly beautifully printed photos with extended captions. Inspired touches include matching new and restored concours stars, while vintage images include several by Jacques Henri Lartigue and a 1950 Pebble Beach study with Morris Minor and Vauxhall Victor bathed in California sunlight. **MW** *$100 Richard Adatto, Coachbuilt Press. ISBN 978 0 9882 7334 4. From coachbuiltpress.com*



Argentine Temporada Motor Races

Books on South American motorsport events are rare, but Hernan Lopez Laiseca continues to plug the gaps. His latest effort covers the 1950-1960 Argentine Temporada Series that took place during the European winter break. In 1951, it even attracted a pair of Mercedes-Benz W154s, which Ferrari-driving local hero Froilán González famously beat. The text is light but the evocative photo selection is worth the price. What a shame the design wasn't more inspired. **MW** *£35 Hernan Lopez Laiseca, Veloce. ISBN 978 1 845848 28 6*



All the cars Maserati

This A5 Italian series with English text now focuses on the Trident range, from vintage Tipo 26 to the new Levante. The format of colour profile drawings, concise history and spec table for each model packs in the history and facts. Extras include a list of Maserati race wins, while Gianni Cancellieri also catalogues Maserati-powered cars from Cooper, Citroën and Ligier. **MW** *£20 Gianni Cancellieri, Giorgio Nada Editore. ISBN 978 8 8791 1609 1*



Gasoline and Magic

With over 260 colour images from the little-seen archive of Thomas Horat, it's the variety that makes this photo book so engrossing. They range from 1954 Bergrennen hillclimb to Can-Am at Road Atlanta, with the Ferrari 156 team in a local garage at Spa, or Carlos Pace chatting up a model at Brands Hatch, typical of the great shots. **MW** *£31 Hilar Stadler and Martin Stollenwerk, Edition Patrick Frey. ISBN 978 3 905929 88 1*

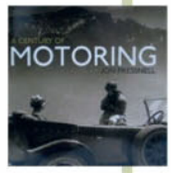
McQUEEN GOES GRAPHIC

Motorbooks is the latest to try the graphic biography format with *Steve McQueen; Full-Throttle Cool*. Written by Dwight Zimmerman with monochrome artwork by Greg Scott, it covers key movies and motorsport. It's a fun idea, but drawing McQueen repeatedly was clearly a challenge. *£12 ISBN 978 0 7603 4745 4*



FAB PHOTO BOOK

A Century of Motoring is the latest title from Shire Publishing by Jon Pressnell. The 6in-square photo book features more than 50 historic images ranging from 1908-2009. Highlights include Stuart Lewis-Evans loading his Cooper 500 on the roof of his Land-Rover, plus a Rolls-Royce 20hp tow-truck. Great fun and excellent value. *£8 ISBN 978 0 7478 1510 5*



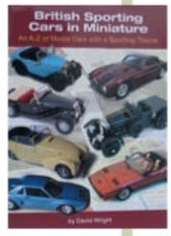
SWEDISH GP RELIVED

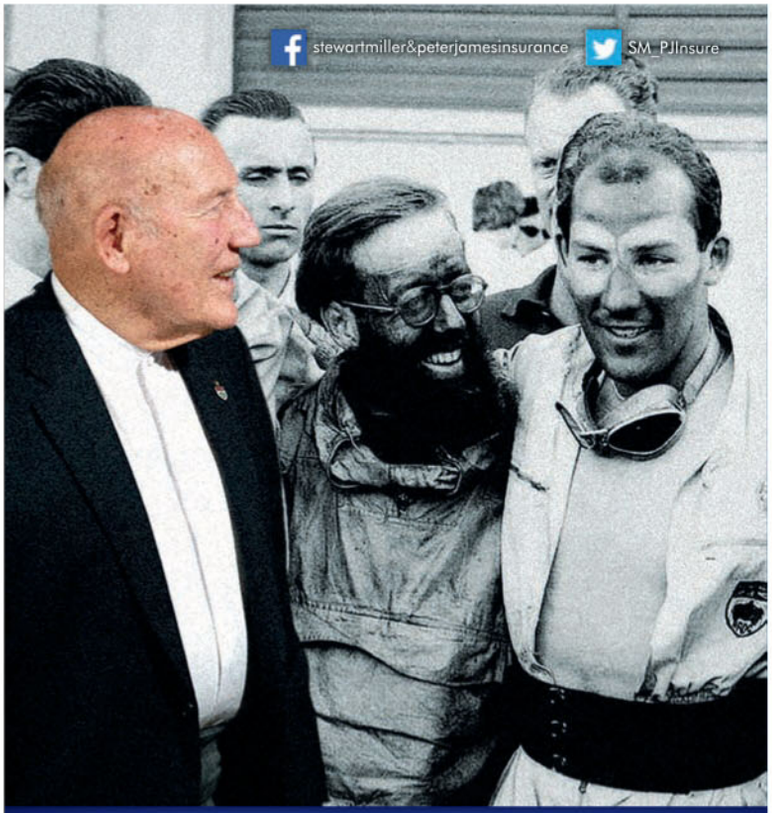
Scandinavian Raceway is a vivid photo album of Grands Prix at Anderstorp from 1976-'78 compiled by official track photographer Jan Wärnelov. If you're a fan of '70s F1 or Ronnie Peterson, this 126-page collection, with great action and atmospheric paddock scenes, is a must. *£28 ISBN 978 9 1880 2309 4; www.biblio.co.uk*



BRITISH CAR MODELS

A 268-page, full-colour paperback, *British Sporting Cars in Miniature* attempts to feature every model based on a British sports car from the famous to the obscure. David Wright provides brief marque histories before listing both good and bad miniatures. *£38.95 01903 746101; www.transportmodellingbooks.co.uk*





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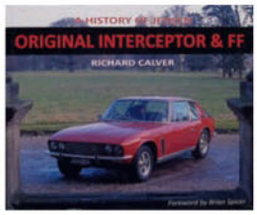
Sir Stirling Moss OBE

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Original Interceptor & FF

Richard Calver's new book is his fourth on the Kelvin Way cars. Like its predecessors, it is nothing short of definitive, stretching to nearly 400 pages and 100,000 words. The level of detail is astonishing. For example, three of the 500-plus photos are dedicated to illustrating the changing length of the red zone on the Jaeger water temperature gauge in Series III cars. Seriously. Calver himself said of the five-year task: "Most of the original engineering records were lost during the liquidation in 1976, so a great deal of empirical work has had to be carried out." The scale of the job Calver took on is almost unimaginable, but the result justifies his labours. This book is daunting, fascinating and historically important in equal measure. **JE**

£145 Richard Calver. ISBN 978 0 975291 2 8. From regalia@joc.org.uk in the UK or see www.richardcalver.com for international orders



Porsche turbo

You expect 911 authority Randy Leffingwell to be thorough, but this exhaustive study of Stuttgart's forced-induction models is remarkable. It's no dry reference, though, with the fascinating stories brought to life via quotes from those involved with the cars' development – beginning with the awesome 917. Jürgen Barth says of the fearsome 'Moby Dick': "With the boost at 1.7, we had closer to 900bhp. When that power came on, you needed to have good control." The book is mostly illustrated with outstanding Porsche Archive material, one a colour shot of 917s being built including the red 'Weissach taxi' in which VIP guests were given a ride around the test track. There's also a brilliant photo of a 959 flat-six in bits. Given the lavish paper and repro, it's a fair price, too. **DE**

£45 Randy Leffingwell, Motorbooks. ISBN 978 0 7603 4758 4

CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

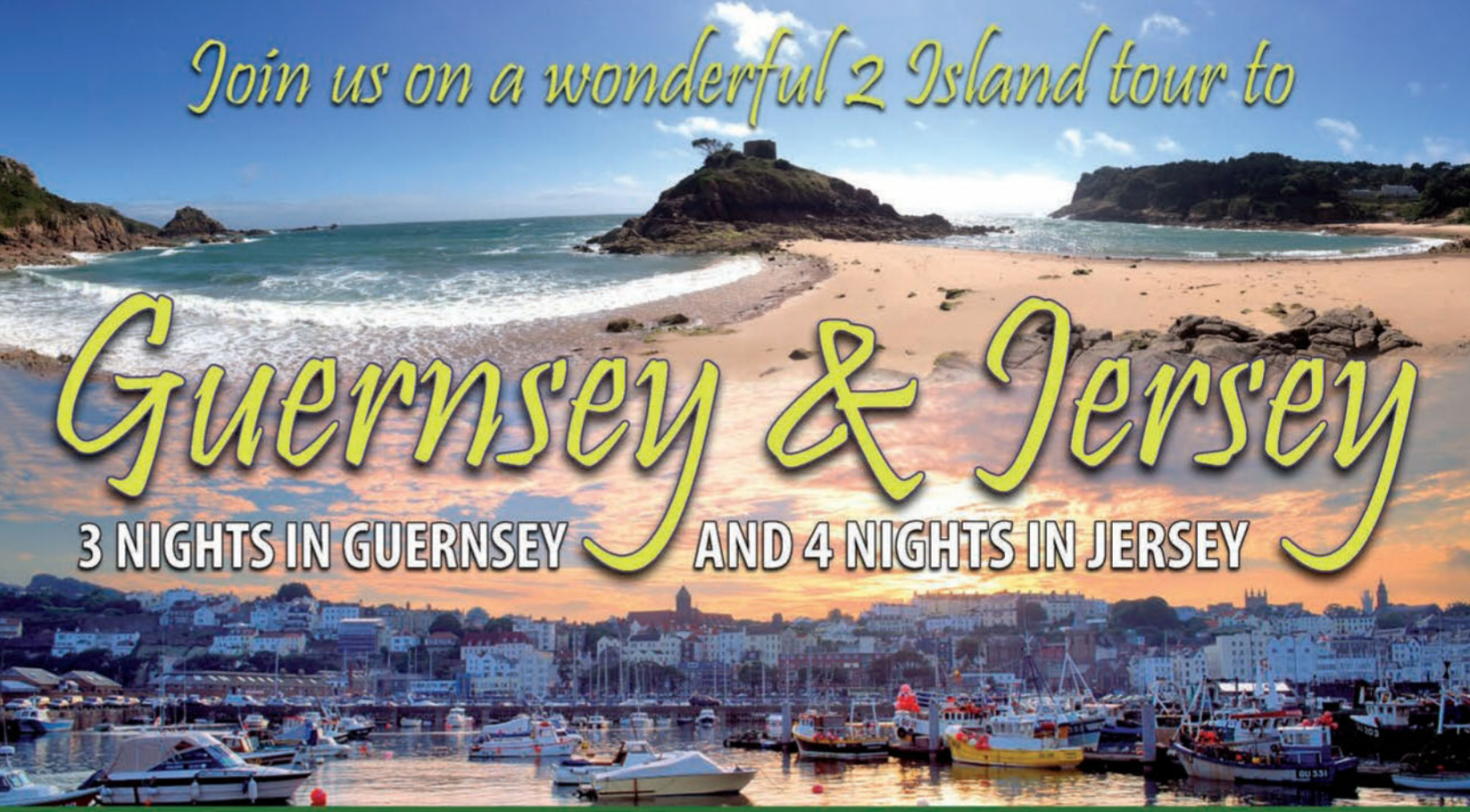
The man from U.N.C.L.E

The revival of this '60s spy spoof had been on the cards for years, with Tarantino and Clooney tempted but eventually Guy Ritchie took on the challenge. With co-writer Lionel Wigram, the saga has switched to Europe, but, despite all of the glamour and style, the new movie fails to match the wit, pace and charm of the TV series. Henry Cavill as 'Cowboy' Napoleon Solo, and Armie Hammer playing Illya Kuryakin both look constrained by their signature Savile Row suit and Ralph Lauren suede jacket, while the obsession with retro style must have distracted the directors from the predictable plot and dull script.



The homage to classic films recurs, from the *Grand Prix* Honda lookalike in the daft race test scene, with Goodwood doubling as Italy, to the climactic off-road chase sequence with Kuryakin riding McQueen-style Matisse K3 'desert racer'.

Clearly car stylist Alex King had fun dressing the locations – particularly Chatham docks, decked out as East Berlin for the opening chase between rodded Wartburg and Trabant. Why the GTO rep features on the poster is a mystery, but none of the vehicles match the original Dodge Chargers or Gene Winfield-built Piranha. **MW**



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MODEL of the MONTH



FERRARI 250GTO
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Following its Alfa 6C-1750 masterpiece (see *Best of 2015*) is CMC's long-awaited 1:18 250GTO. There have been many large-scale miniatures of the famous '62 Scaglietti-bodied homologation coupé, but none matches this beauty. Available in silver, red, dark blue or yellow, it features more than 1800 parts, with opening details including the nose vents, as well as flip-up oil and fuel caps. No doubt a wealth of famous racing versions will follow.



Exacting cockpit with crackle-finish dash



Bootlid reveals a perfect miniature wire

1:18
1 Schuco's Volkswagen T2A pick-up with soapbox racers, £156.99
2 Mattel's 1966 Batmobile – complete with figures, £69.99

1:43
3 Matrix's 1936 Mercedes-Benz 540K, £79.99
4 Oxford's Austin Seven van, £14.99
5 Matrix's Aston Martin DB2/4 MkII fixed head coupé, £74.99
6 Lansdowne's Austin A99 Westminster, £82.99
7 Matrix's Pegaso Z-102 SII Saoutchik coupé, £77.99
8 Matrix's Mercedes-Benz W116 Crayford estate, £74.99
9 Matrix's 1966 Aston Martin DBSC Touring, £74.99
10 Brooklin's 1956 Lincoln Premier Convertible, £85.99
11 Oxford's Austin-Healey 100 BN1, £24.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com): 10% discount for orders from C&SC readers quoting 'CS0216'

Swapmeet diary

10 January Prestwood and Argyle Centres, Stafford Showground. 250 tables, 10:30am, £3.50 *01604 846688; www.barrypotterfairs.com*
16 January Brentwood Centre, Essex. 200 tables, 10am, £3 *01522 880383; www.j-jwebbtoyfairs.com*
17 January Connexion Leisure Club, Ryton-on-Dunsmore. 150 tables, 10:30am, £2.50 *BP Fairs*
24 January Exhibition Centre, Donington Park, Leicestershire. 500 stalls, 10:30am, £5 *BP Fairs*
31 January Macron Stadium, Horwich, Lancashire. 300 tables, 10:30am, £3.50 *BP Fairs*
7 February Lincolnshire Showground, Lincoln. 200 tables, 10am, £2.50 *J&J Webb*
14 February Hall 18, National Exhibition Centre, Birmingham. 600 tables, 10:30am, £6.50 *BP Fairs*

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RARE RIVALS POSTER

Paul Veysey of Drivepast has a knack for seeking out scarce and unusual movie posters, none more so than a recent Russian design he's offering. The stylish promotion is for a little-known 1957 East German production titled *Rivalen am Steuer* (Rivals at the Wheel). Story has it that Mercedes-Benz Silver Arrows ace Manfred von Brauchitsch was involved with the production and that he had a hand in the script as well as offering technical advice. The sought-after artwork is offered at £535. See www.drivepast.com for the full range of original posters and stills.



Price evokes Group B greats

Product designer Bradley Price has turned to the Group B era of 1982-1986 as the basis for his latest watch, the Autodromo Group B. Appropriately, it's constructed with a titanium case giving a light weight of just 52g, while the optional pair of vivid nylon straps included are meant to imitate rally harnesses.

The £690 timepiece also features a Miyota 9015 automatic movement, a numbered, hand-crafted box and a choice of colours.

Call 020 8387 4060 for more details or see the full range at www.pageandcooper.com

For info on Price's designs, go to www.autodromo.com



Winning Porsche artwork

From aero-engined specials to Group C legends, artist, photographer and film-maker Stefan Marjoram is continually inspired by a diverse range of machinery. Most recently the Bristol-based talent has sketched the iconic 1970 Le Mans-winning Porsche 917-023 after being enthralled by it during a commission. "I was asked by Monza Books to film the car and driver Richard Attwood for an iPad book, but stayed behind to do some drawings," says Marjoram. "It's a stupendous car with amazing history." Printed on A3 art paper, a limited edition of 100 of the Porsche study will be available at £30 each plus p&p, all signed by Marjoram. To order, visit www.etsy.com/uk/shop/StefanMarjoram



Alfa Romeo racing legend

Adding to his ever-expanding range, and following his recent superb Vanwall work, wood sculptor extraordinaire Toby Sutton has turned to the dominant Alfa Romeo Tipo 158 'Alfetta' as the subject for his latest masterpiece. The main body of his take on one of the most successful Grand Prix cars ever built is carved from solid English walnut, and the grain superbly enhances the shape of the legendary Gioacchino Colombo-designed great. Detail inserts including the grille and exhaust are made from sycamore. Measuring 8½in long, the limited-edition Alfetta costs £395. Contact Sutton on 07762 418529 or e-mail susutton@gmail.com



Winter warmer headgear



Greycar's Bomber sheepskin flying helmet is proving a fast seller, offering a bit of cranial comfort for hardy entrants on the ever-increasing number of pre-war endurance events. Made by the same specialist that supplies the company's popular flying jacket, the snug helmet is crafted from 10 separate sections and is said to be a faithful copy of a design favoured by WW2 pilots. There are two versions of the Bomber, the standard item costing £73.99 and a 'long neck' at £84.99. You can see Greycar's full range of motoring gear at www.greycar.com or call 01252 821937 for details.

BRACE YOURSELF

If you're after a pair of motor racing-themed braces, Grand Prix Legends is offering a chequered flag-style pair similar to those worn by Sir Stirling Moss. With blue button ends, the braces are available in one size and cost £34.99 a pair. Call 08448 878888 for details or visit www.grandprixlegends.com



NEW POSTERS AND MORE

Massive motoring archive LAT is offering a new range of historic motor racing and road car prints from all eras. Prices range from posters at £29.99 to framed photos at £89.99. There are also mugs, mouse mats and more. See http://lat.mediastorehouse.com



Automobilia diary

17 January The Autojumble Midlands. All-indoor jumble and restoration showcase, 10am-4pm at The Ricoh Arena, Foleshill, Coventry *01527 910229; www.theautojumble.co.uk*

17 January Autojumble, Old Market Building, Huddersfield. Stalls £20, entry £2.50 *01773 819154; http://phoenixfairs.jimdo.com*

31 January Newark Autojumble plus Classic Car Show, Newark & Notts Showground. 10am-4pm, entry £10 from 8am (with an early-bird ticket) or £6 *01507 529470; www.newarkautojumble.co.uk*

3-7 February Rétromobile, Porte de Versailles, Paris. Extensive autojumble and art area. €18 (€16 in advance) *0033 1 76 77 13 01; http://en.retromobile.com*

6 February Rufforth Park, Rufforth, York. 350 pitches (at £17 each), entry £2 *01904 738620; www.rufforthautojumble.com*

13-14 February Great Western Autojumble, Royal Bath and West Showground, Shepton Mallet. 9:30am-4pm; adults £8 in advance *01507 529529; www.bccsl.co.uk*

21 February Autojumble, Old Market Building, Huddersfield. Stalls £20, entry £2.50 *Contacts as 17 January*

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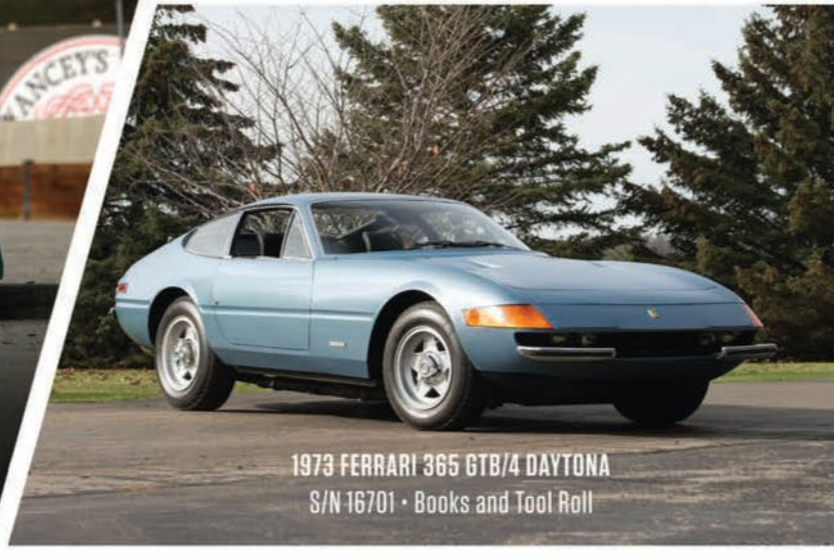
2005 PORSCHE CARRERA GT • 5.7/605 HP, 6-Speed, 2,720 Miles



1989 PORSCHE 962
Daytona 24-Hour Winner • Driven By Derek Bell



1974 FERRARI DINO 246 GTS
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1973 FERRARI 365 GTB/4 DAYTONA
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SUPERB CALIFORNIAN REDESIGN



Bugatti Atlantic is flanked by 1939 Figoni et Falaschi Delahaye and 'Embiricos' Bentley in amazing Rolling Sculpture display. Below: jaw-dropping new façade

After a 14-month, $90million renovation, the Petersen Automotive Museum re-opened in style with a gala event on 5 December. For more than a year, locals had witnessed the striking exterior evolve with its signature steel design enveloping the former department store on 'Museum Row'. Now, at last, the closely guarded interior revamp has been unveiled, the three floors wowing the lucky first visitors.

The lobby entrance and bookshop offer a free taster, with a dramatic set of cars including a 1970 McLaren M8D, the fabulous 1956 Ferrari 250GT Zagato 'double bubble' berlinetta and the 1932 Doane Spencer roadster – one of the world's most iconic hot rods.

Inside, the most dramatic transformation is the gallery style of presentation, a prime example being the Mullin Grand Salon with its inaugural Rolling Sculpture display. Peter Mullin is chairman of the board of directors, and has loaned several top cars from his own facility. "This collection is unrivalled in its beauty and rarity," said the Petersen's chief curator, Leslie Kendall. "To display them so that they can be appreciated as art is a real honour."

Highlights include a number of Bugattis, headed by one of the world's most valuable cars, the 1936 Type 57SC Atlantic, as well as a 1938 Mercedes-Benz 540K Autobahnkurier, a 1937 Delage D8-120 Coupé Aérosport by Letourneur et Marchand, and the 'Embiricos' Bentley. To see these iconic pre-war designs together represents a once-in-a-lifetime opportunity.

Rivalling the streamlined greats is Precious Metal. This second-floor display comprises a diverse group of silver cars, ranging from the Rollston-bodied 1933 Duesenberg Model SJ 'Twenty Grand' to a McLaren F1. Stars of this dazzling set are the Mercedes-Benz W196 streamliner, 007's DB5 and the ex-John von Neumann '57 Ferrari 625/250 Testa Rossa owned by Bruce Meyer. "I have been involved with the museum for 21 years," said Meyer. "I've always wanted to put together an exhibition like this."

Cars linked to the world of showbusiness have always been a big draw, and the revamped Hollywood Gallery will continue to offer one of the Petersen's most visited attractions. Highlights include the Batmobile and the De Tomaso Pantera that Elvis Presley famously shot when it wouldn't start – and which still sports the bullet holes.





Hansen Cobra has Oldsmobile V8 power



Bizarre late-1940s Davis three-wheeler

Bringing the display up to date is the 2004 Pontiac Aztek driven by Walter White in *Breaking Bad*, and the Aston DB10 from *Spectre*.

Other exhibits celebrate hot rods – in honour of founder Robert Petersen – concept cars, alternative power, Italian design and 'bikes.

The museum has a fine tradition of encouraging automotive art and the Ken and Dayle Roath Gallery opens with a colourful review of magazine cover artwork dating back to 1910. The Armand Hammer Foundation Gallery focuses on the famed BMW Art Car collection, the exhibition including the work of Alexander Calder, David Hockney and Robin Rhode. **MW**



Pantera alongside Renault and 308GTS



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Lagonda M 45 Team Car Specification, 1936, synchronized gearbox, professionally built up new, power optimized engine.



Jaguar C-Type Competition Sportroadster, 1953, completely built up new, HTP papers and road registration.



Tatra T87 Limousine, 1950, documented history, "frame off" restored by marque expert "Ecorra", one of the last produced.



Jaguar XK 150 S 3.4 ltr. Roadster, 1959, restored from marque specialist, "matching numbers", original LHD!



Maserati Indy 4700 America Coupe, 1972, 5-speed ZF-gearbox, untouched original condition, 2 owners.



Mercedes-Benz 500 K Cabriolet B, 1936, extensively restored to flawless condition, extremely rare.



Ferrari 250 GT Ellena Coupe, 1957, 1 of 49, "matching numbers", certified, Mille Miglia eligible.



Aston Martin DB 4 Series III Coupe, 1960, "frame off" restored, full history, excellent condition, LHD.



Bentley R-Type Continental 4.9 litre by Franay and Chapron, 1955, unique car, interesting history, LHD.

Alfa Romeo 6C 1750 SS, 1929, body by James Young.
Aston Martin DB 2 Vantage, 1951, fresh rebuilt engine.
Aston Martin DB 4 Series III Coupe, 1961, restored.
Aston Martin DB 5 Coupe, 1964, 5-speed, LHD.
BMW 503 Cabriolet Series II, 1958, 1 of only 58.
Ferrari 330 GT 2+2 Series I, 1965, Ferrari Certificate.

Horch 853 Sport Cabriolet, 1937, restored by specialist.
Invicta 4.5 l High Chassis Tourer, 1928, unique car.
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Lagonda LG 6 Rapide Drophead Coupe, 1938, 1 of 6.
Maybach DS8 Zeppelin Cabriolet, 1933, restored.

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MB 300 SL Coupe, 1955, restored to concours.
MB 300 SL Roadster, 1960, documented, full history.
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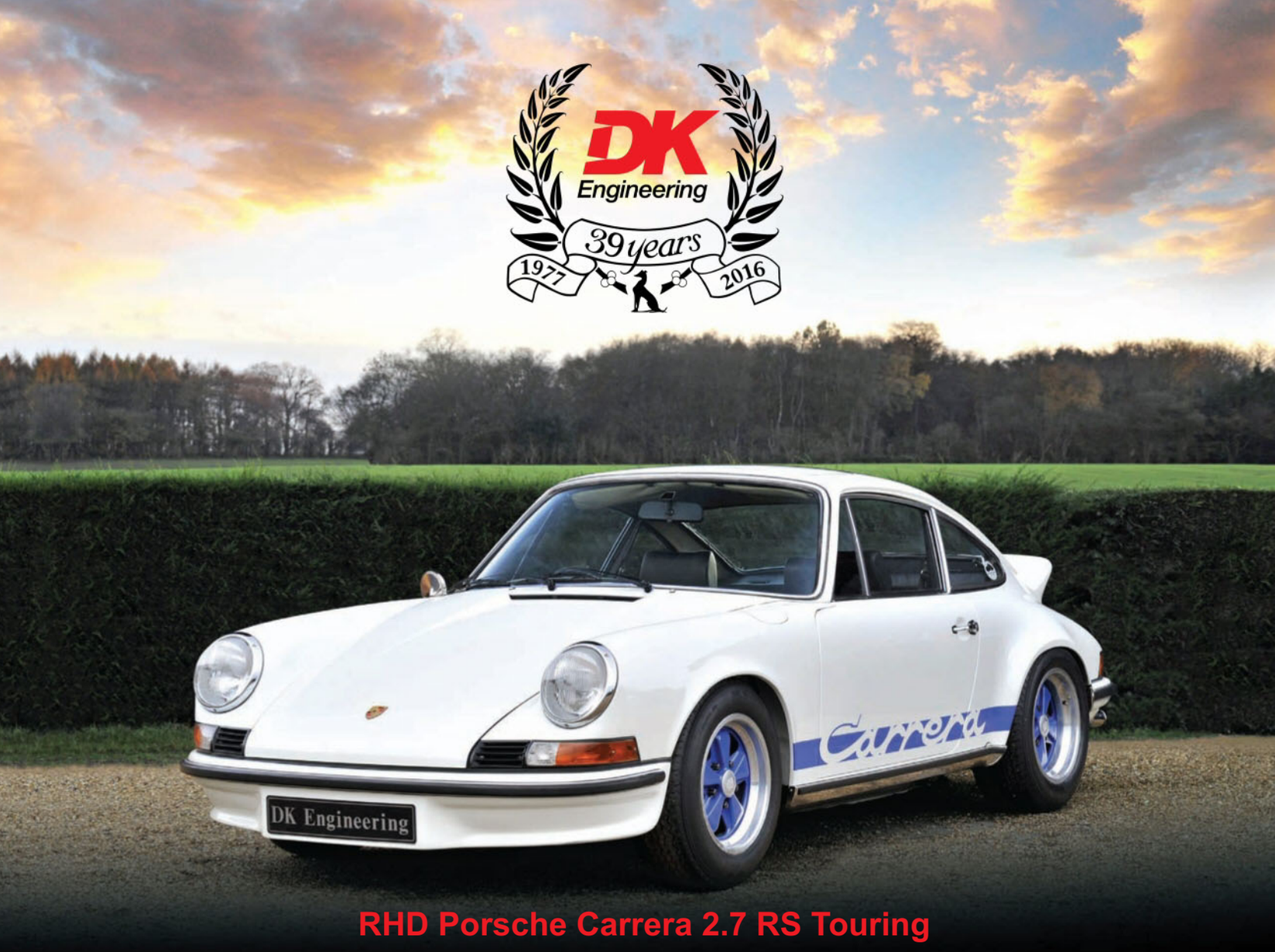
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Ex Works Cologne Capri RS3100

Drivers: Lauda-Mass-Stommelen-Hezemans-Heyer-Ludwig

This very original iconic car is the first of four cars built and won its first race, the Zandvoort round of the 1974 ETCC and also won the Jarama 4 hours. There was also success in the DRM that year with a victory at Hockenheim. The historic battle between the Cologne Capris and the BMW Batmobiles was legendary in the mid 70's.

Both of the above cars have full documentation of their significant, continuous and unquestionable history, together with current HTP papers. They have been maintained and race prepared to an exacting standard by Moto HISTORICS

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2007 PESCAROLO LMP1
Took part three times to the 24 hours of Le Mans. 3rd in 2007. Restored in 2007 configuration. Ready to race. Eligible Daytona Classic. Extensive spares: **POA**

1972 DUCKHAMS LM DFV
Gordon Murray's first Le Mans car. DFV 3 litre-powered prototype developed for Chris Craft and Alain de Cadenet. Extensive Le Mans history with three participations: **POA**





1959 LISTER JAGUAR KNOBBLY
Documented history. Restored in 2015. HTP. Took part three times to Le Mans Classic. Ready to race: **POA**



1976 OSELLA PA4 BMW M12 2 LITRE
Entirely restored. Ready to race. HTP. Eligible Le Mans Classic, Classic Endurance Racing: **POA**



1983 ARROWS A6 FORMULA ONE
DFV Cosworth 3 litre. HTP. Eligible Masters Historic Formula One: **POA**



1967 NOMAD GT Mk1
Massive racing history. Owned 27 years by the same owner. Ready to go: **POA**



1993 VENTURI 600 LMS
24 hours of Le Mans history. New 650 HP engine. Rare and very efficient: **POA**



1970 MGC GT SEBRING
Built and raced by John Chatham - Targa Florio 1970: **POA**



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2009 Porsche 997 GT2 RHD



1960 Porsche 356B 1600 Super Cabriolet LHD



1966 Porsche 912 LHD



1987 AC Cobra Mk IV Autokraft LHD



1975 Aston Martin V8 RHD



1986 Aston Martin Zagato RHD



2011 Mercedes Benz SLS AMG Roadster RHD



2011 Mercedes Benz SLS AMG Coupe RHD



2011 Ferrari 599GTO LHD



1984 Ferrari 512BB – *carburettor* RHD and *fuel injection* LHD available



1996 Ferrari F512M - 2 LHD available



1972 Ferrari Dino 246 GT RHD and LHD available

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1966 ASTON MARTIN DB6

SHORT CHASSIS VOLANTE **£POA**

1 of only 37 cars made and finished in Balmoral Green with Beige Connolly interior and a Black Mohair hood. This car has been restored over a number of years including a total engine rebuild in 2014 when it was upgraded to a 4.2 and unleaded fuel. We have known this car for almost 30 years having handled it twice before. The Short Chassis is considered to be one of the most collectable and rarest of all the DB Convertibles.

1966 FERRARI 275 GTS

ROSSO CORSA WITH BEIGE **£POA**

The Ferrari 275 GTS made its debut alongside the Ferrari 275 GTB in October 1964 at the Paris Auto Show with production ending in 1968. This particular car was ordered new through legendary Ferrari dealer Luigi Chinetti by Mrs Clara Drefs in St. Louis, USA in 1966. Having hardly driven the car, it was sent back to Chinetti who kept it for many years. Passing through minimal hands & covering to the best of our knowledge under 14,000 miles. It is accompanied by its original toolkit, hand books & Ferrari Classiche Certification signed by Pierro Ferrari.



2015 MERCEDES-BENZ AMG GT S EDITION 1

DIAMOND WHITE WITH BLACK NAPPA LEATHER.

Mercedes describe this car as a thoroughbred sports car which has been handcrafted by racers. It will feel at home in any driving situation whether on the track, the motorway or the winding mountain roads, thanks to its supremely balanced handling.

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2003 PORSCHE 911 GT3 RS (996)

WHITE WITH BLACK INTERIOR

1 owner. Porsche built 113 of these cars for the Worldwide market, of which we believe possibly 60 were UK cars, they designed and made the GT3 RS with lightness in mind, the rear window is perspex and the bonnet badge was replaced with a sticker version to save every extra gram.

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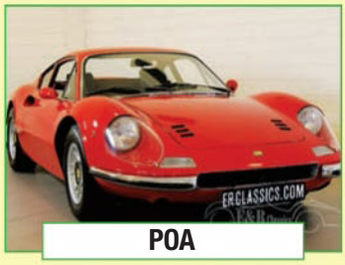
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1955 Aston Martin DB 2/4 Drophead Coupe

Right Hand Drive: 1 of 56 Produced: Superb Order



1953 Bentley 'R' Type Continental Fastback

Right Hand Drive: Manual Gearbox – Lightweight Seats: UK Supplied



1970 Mercedes Benz 280 SE 3.5 Cabriolet

Right Hand Drive: UK Supplied: 1 of 68 Produced: Concours



1972 Ferrari 365 GTB/4 Shooting Brake

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1962 AC Aceca Coupé: Right Hand Drive: The Last Manufactured Motor Car
1967 AC Cobra 289: Right Hand Drive: Concours Restored
1956 Bentley S1 Continental Fastback: Unique Original Build Colour Specification
1972 Ferrari 246GT: Right Hand Drive: Concours Restored: Classiche
1976 Ferrari 308 GTB Vetrovesina (Lightweight): Classiche: 1 of 154 Produced: Concours
1978 Ferrari BB512 Carburettor: Right Hand Drive: Restored: Classiche: Only 24,767 Miles
2001 Ferrari 550 Barchetta Pininfarina: Right Hand Drive: 1 of 42 Produced: 14,385 Miles
2005 Ferrari 575 Superamerica: Left Hand Drive: Only 385 Miles
1965 Jaguar 4.2 Litre 'E' Type Open Two-Seater: Only 8,676 Miles from New
1965 Jaguar 4.2 Litre 'E' Type Fixed Head Coupe: Only 10,513 miles from New

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1971 AC 428 Frua Coupé Auto: Right Hand Drive: Concours Restored: 1of 31 Produced
1954 Alfa Romeo 1900 PF Sprint Coupe by Pininfarina: LHD: Concours Restored
1964 Aston Martin DB5 Coupé: Right Hand Drive: Concours Restored
1967 Aston Martin DB6 Volante (Vantage) 5 Speed Manual: Concours Restored
1969 Aston Martin DB6 Coupé: Automatic Right Hand Drive: Concours Restored
1973 Porsche 911 2.7RST: Left Hand Drive: Concours Restored

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1955 Bristol 404

Green with Black leather interior. This car had a comprehensive restoration by Bristol Cars during 1989-1990 and has an extensive history file.

A well-known Bristol specialist has recently completed a thorough inspection of the car and all rectification work identified has been completed.

POA



1967 Bristol 409

Dark Blue with Silver roof and a Light Grey leather interior.

This car had a comprehensive restoration carried out in 1990 and has been used sparingly since. Currently owned by Peter Lovett, this car is in first class condition and has a comprehensive history file.

POA



1960 AC Ace Bristol

Left hand drive, Red with Black leather interior. The car was delivered new in New York and imported to the UK in 2004. The car has front disc brakes, overdrive and full weather equipment.

Peter Lovett has owned the car for the last 11 years and has used it sparingly. Complete with the original handbook and a comprehensive history file, this is an outstanding car in excellent condition.

POA

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- Rosso Corsa with Nero interior

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- Extensive history with full Ferrari Classiche

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- Grigio Titanio Metallizzato

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- 6,221 miles
- Rosso Corsa with Nero interior

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- RHD, Factory stripe and Lexan windows

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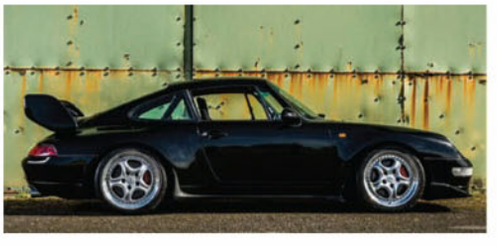
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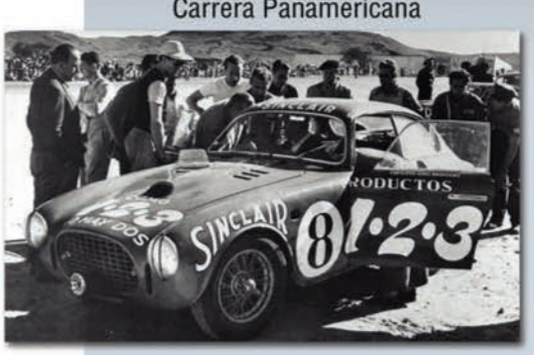
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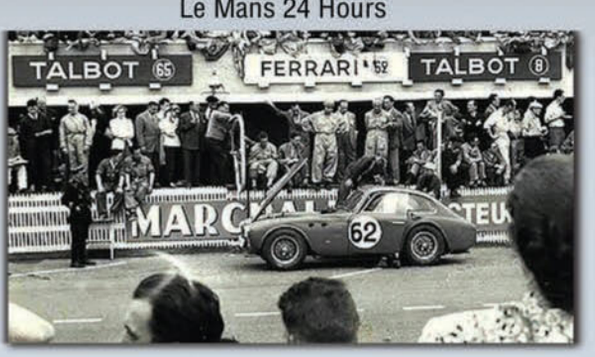
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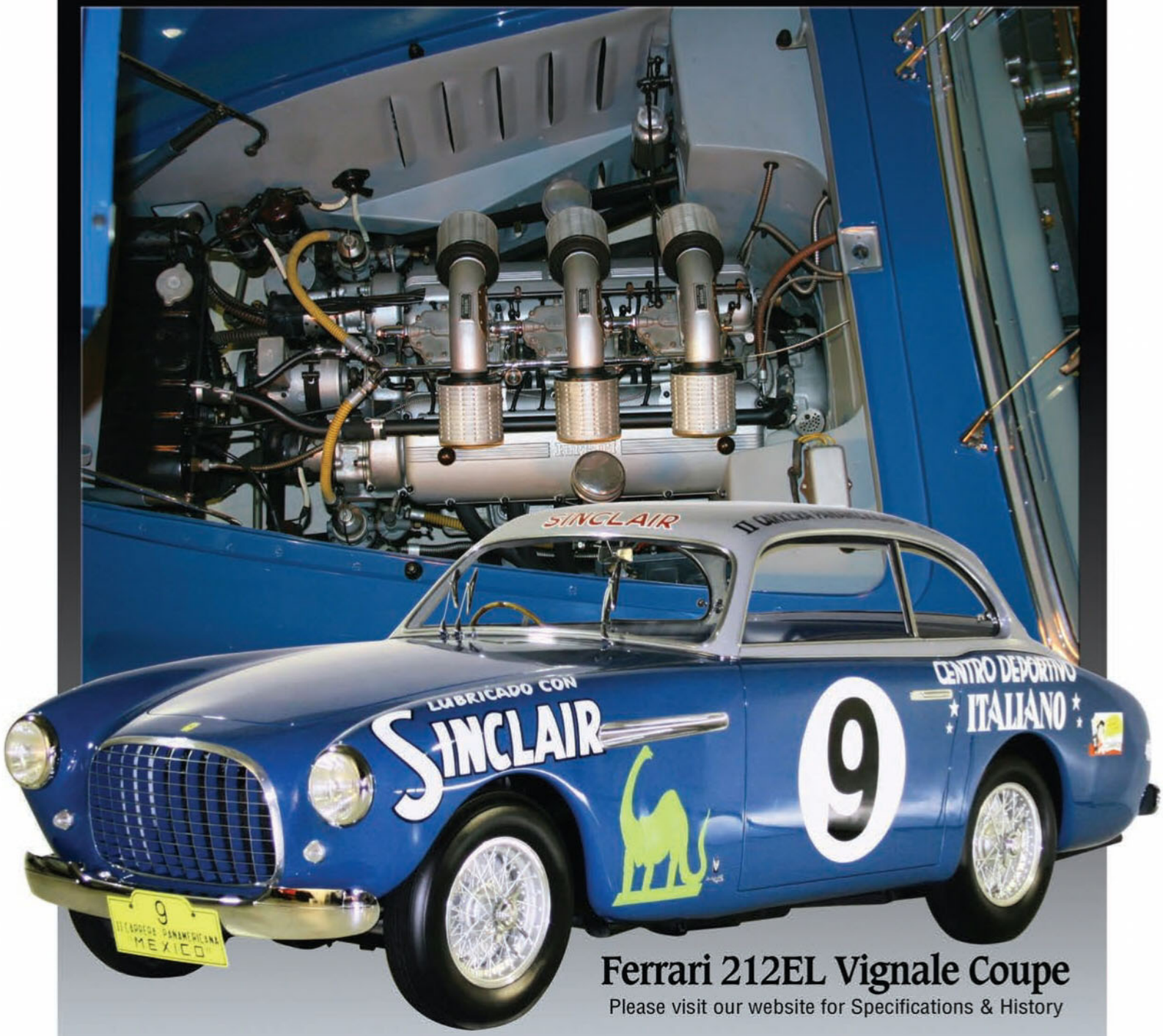
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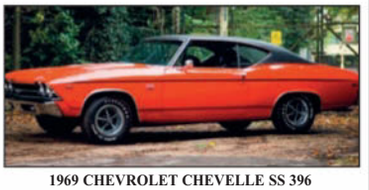
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JAGUAR'S ALL-CONQUERING COMPACTS

With the Mk1, Mk2, S-type and 420, Browns Lane created one of the greatest ever saloon car bloodlines, says **Martin Buckley**

PHOTOGRAPHY **TONY BAKER**


MDU 20F





Many fortunes have been squandered in the pursuit of exotic car manufacture over the years. What made Jaguar's founder Sir William Lyons different was that he wanted to build an exciting range of vehicles but had no intention of losing money.

If it was the XK sports cars and racing success that put Jaguar on the map in the 1950s, it was these compact, unitary saloons – Mk1, Mk2, S-type and 420 – that cashed-in throughout the more affluent and increasingly status-driven '60s. Their function was to give the volume and economies of scale that Lyons needed for his firm to grow, a role that they accomplished admirably. This quartet represents a 13-year dynasty of 160,000 cars and four distinct but closely linked models that today encapsulates most people's idea of what a classic Jaguar saloon is all about.

The original 1955 concept of the 2.4 was for a smaller 'economy' Jaguar in the mould of the old 1½ and 2½ litre SS saloons. Conceived to fill a gap in the range between the XK and the big MkVII, visually the new saloon had something of the appeal of both. Lyons understood the value of giving his cars a family look of lean, sophisticated glamour – something that buyers struggled to find anywhere else at any price, never mind the £1268 he was asking for the standard model.

Through to 1957, the 'compact Jaguar' was available only with the short-stroke 2.4-litre engine, 50lb lighter and 3in shallower in the block than its longer-stroke siblings. On 112bhp it could take the 2.4 to 60mph in 14 secs and push it to more than 100mph, so it was no weedy poverty model. It was, in fact, as fast as an automatic MkVII, although not all that much more economical at 18-23mpg.

It was, in any case, performance not economy that motivated Jaguar buyers, so a 3.4-litre version of the 'compact' was perhaps inevitable. Outwardly identifiable by its larger grille (with thinner slats) and cutaway rear spats, the 1957 3.4 was a spectacular car, able to keep up with an XK140 and, probably, most other production four-door saloons in the world. With the B-type cylinder head, this 210bhp car was good for more than 120mph; specify the right combination of axle ratio (there were three to choose



From top: period Britax lap-belts; later 3.8-litre 'six' in this car; letterbox rear window and heavy pillars on Mk1 betray the designers' caution when creating the firm's first monocoque saloon

from) and optional Laycock overdrive and it could cruise at 106mph showing just 4000rpm.

A Dunlop disc brake option answered early concerns about stopping power, but the 3.4 retained the curiously narrow rear track of the smaller-engined car. At 4ft 2¼in, it spanned less of the road than a Morris Minor.

Anthony Gilensen's black Mk1 (the designation was used only retrospectively) is a slight cheat because it is running a 3.8-litre engine, Mk2 rear axle and disc brakes. Bought as a barely running restoration project in 1994, UFF 325 is now smart enough to feature in the *Endeavour* television series (the prequel to *Inspector Morse*) as the hero's squad car.

While it is undoubtedly faster than it would have been in '58 (when it started life as a humble 2.4), it provides the atmosphere of the early compacts. The Smiths instrumentation is clustered on a walnut slab that forms the centre of the dash, while the various light, heater and wiper controls are scattered randomly around them.

The view out is restricted, particularly through the slot-like rear window. The model was penned in the early days of monocoque technology and you can see the body engineers' caution in the thick front screen pillars, too. But this relatively light, stiff unitary shell was the firm's greatest (and most expensively developed) technical achievement since the creation of the XK engine and, with its slender individual front seats, the Mk1 is almost as roomy internally as the bulky MkVII. Thanks to the clever and pioneering deployment of rubber bushing (plus a front subframe to isolate the new ball-jointed coil-spring and double-wishbone suspension) the Mk1 is refined for a '50s monocoque, remarkably bereft of irritating tyre, road or suspension-generated noise.

You can see some of the other reasons underneath. At the rear, its live axle is hung off cantilevered semi-elliptic springs located inside the chassis rails so as not to feed unknown stresses into the boot floor. Further examination reveals that everything is tied together by myriad box-sections and deep longitudinal sills (with a legendary propensity for rot). From the first 2.4 in 1955 to the last 420 in 1968, it was Pressed Steel of Swindon that supplied the shells to Browns Lane, complete with welded-on inner and outer wings.

'IT WAS PERFORMANCE NOT ECONOMY THAT MOTIVATED BUYERS, SO A 3.4 WAS INEVITABLE'

After 37,000 Mk1s had been built, Jaguar refreshed the concept with the Mk2 range at Motor Show time in 1959, setting the 'compact' template for the coming decade and creating probably the best-loved British saloon to date.

A 220bhp 3.8-litre option joined the 2.4 and 3.4 in an airier body that featured larger front and rear screens, plus doors with slim chrome window frames rather than the heavy looking full pressings of the earlier car. Across the range, the Mk2s were only £135 more than the cars they replaced.

The cutaway rear spats and deep bumpers were much as before, but the tail-lights and the quarter windows in the rear doors were new. The much less gloomy interior was completely restyled, placing the main instruments in front of the driver behind a smaller 17in steering wheel. Twelve-inch disc brakes were standard on the Mk2, and the rear track was increased by 3¼in. In the aftermath of the bad publicity surrounding the death of Mike Hawthorn in his Mk1 on the Guildford Bypass just a few months earlier, this looked like a quiet admission that the original axle had been on the narrow side.

Raising the front roll centre made the Mk2's steering lighter, although it was still low geared overall – even when power steering became available later. This, the feeble heater and recalcitrant Moss gearbox would be oft-repeated Mk2 whinges throughout the '60s, although they were not enough to deter almost 100,000 buyers from what was undoubtedly the best-value high-performance luxury saloon in the world.

The 3.8, with its standard Powr-Lok limited-slip differential, would get to 60mph – still only in second gear – in 8.5 secs and smash the standing quarter in 16 secs. Even an automatic 3.4







Above: beautifully appointed XK-style dash with central dials and non-standard wood-rim wheel; 3.4 (pictured) has larger grille than 2.4 – note oval indicators compared to the round units on Mk2



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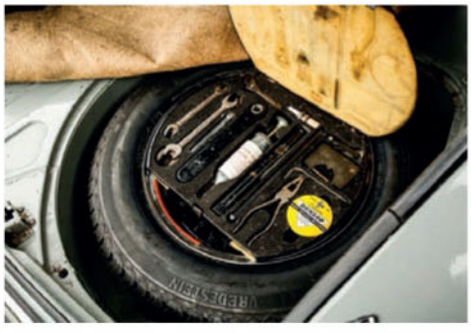
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‘THE Mk2 WAS UNDOUBTEDLY THE BEST-VALUE HIGH-PERFORMANCE LUXURY SALOON IN THE WORLD’









Clockwise, from main: more glass, chromed window frames and bigger tail-lights lend the Mk2 a more modern profile; revised dash places main dials ahead of driver; neat toolbox fits inside spare; wider rear track improved stability at speed; 3.4 is the sweetest version of Jaguar’s superb XK engine

could crack 120mph but somehow the Cinderella 2.4, despite its new B-type head, couldn’t make the ton – which is probably why Jaguar never officially released one for test.

Peter Houghton’s beautifully preserved 3.4-litre, manual overdrive Mk2 in Mist Grey was sold new in 1962 to a farmer near Swindon; Houghton acquired it from dealer Robert Hughes in 2012 to replace a Big Healey.

The interior is brighter and more appealing than that of the Mk1, with a more logical dash, armrests on each door and all the right smells from the original leather. Furthermore, the handsome veneers that are 50% of the appeal of these cars even extend to picnic tables in the seatbacks. The toggle switches look intimidating but are arranged with a certain logic and are soon learnt.

Being a Moss ’box car with low-geared manual steering, this is the raw Mk2 experience. Dip the hefty clutch and, as in the Mk1, there’s that long movement of the lever into first plus the classic whine from the straight-cut gears as the car gathers pace energetically from 1500rpm, and a burble of subdued aggression from the twin exhausts.

Sweet changes require slow movements but the action is satisfying and somehow well matched to the hefty steering that lightens beyond 40 or 50mph. The Mk2 has great straight-line stability and is set up to understeer – for the best results, you turn in early and then let the strong self-centring slide the smooth, flat-spoked wheel through your loose grip.

Shapeless seats betray the degree of roll as much as the angle of the horizon – one area where the Mk1 is probably better. But there’s a limousine-like smoothness to the drivetrain for

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'A 3.8 MANUAL SUCH AS THIS ONE HAS THE PACE OF A 3.4 Mk2, BUT IT FEELS MUCH MORE MANOEUVRABLE'









Clockwise, from main: hooded headlamps, slimmer bumpers and revised indicators identify the S-type; bigger seats and more timber in cabin; reversing lights built into stylish plinth; extended tail offered increased luggage space while IRS improved handling and ride; potent 3.8-litre 'six'

seamless low-speed running and, once under way, little need to change gear – most situations can be dealt with by flicking in and out of overdrive.

The S-type was an all-independently suspended car that supplemented the Mk2 from 1963 and was phased out in '68. With its beefed-up chassis to take the quad-damper IRS (adapted from the E-type and MkX) it was a necessarily heftier car than the Mk2, with the emphasis on luxury, MkX-style. It was calculated to capture those buyers who were proving resistant to the sheer bulk of Jaguar's flagship saloon but who appreciated its suspension refinement.

The S-type's elongated rear wings accounted for a seven-inch increase in length and provided space not only for a bigger 19cu ft boot, but also seven-gallon pannier fuel tanks in the wings with a changeover switch on the dash.

The doors were from the Mk2 but a subtly longer, flatter roofline flowed into a more upright rear window to improve headroom. Similarly, the bonnet was pure Mk2 but the new hooded headlamps and a thicker grille surround somehow had the effect of making the S-type look a bigger and more important car. Details such as slimline bumpers and recessed indicator and sidelight units, meanwhile, made it appear cleaner and more modern.

I have to confess to having a slight preference for the S-type. Driving Robert Hughes' fabulous low-mileage Golden Sand example (it's so nice, he is keeping it for his personal collection) only reaffirmed my respect for the car. It is a lot more than just the hoodlum's hot rod that its *The Sweeney* image leads you to believe. This was one of the most refined and agile saloons

in the world in the 1960s, regardless of price.

A 3.8 manual S-type such as this one has about the performance of a 3.4 Mk2, but with the power steering and full synchromesh that most (but by no means all) of them had, it feels that much more manoeuvrable and handy. There is more ultimate grip from the wider-track IRS, which, with its isolating subframe, alloy hubs and halfshafts doubling as upper control arms, enables the car to flow along the road with admirable serenity. The steering makes up for its lightness by having far fewer turns between locks, while the brakes, in common with all '60s Jaguars, are brilliant; the car just stops when required and you don't really need to think about them.

This one has a particularly good, quiet gearbox with perfectly spaced ratios, and the ride is superb. It feels expensive in the way it demolishes ridges and potholes and the S-type just seems more substantial than the Mk2. That said, you don't consider the earlier car to be in any way primitive until you drive an S-type.

The cabin has more of a boardroom feel than the Mk2, with armrests for the more substantial front seats, an oddments shelf under the dash and a centre console that flows neatly into it. The latter houses the radio speaker as well as vacuum controls for the heater.

While other marques rationalised in the mid-'60s, Sir William Lyons continued to mix and match his bodies and engines – presumably to extract value from his tooling investment. Thus, when the 420 was launched in 1966, Jaguar continued to offer the S-type and Mk2, as well as the new 420G – an improved MkX.

What the 420 – one of the rarest Jaguar saloons – represented was a holding operation while the XJ6 was in preparation. It took the compact concept further down the executive route with what was in effect a more modern and luxurious S-type powered by a 4.2-litre, 245bhp version of the XK engine.

MkX-like with its quad lights and commanding grille, the front-end sheet metal of the 420 was all-new and had the additional benefit of making the twin-SU fed engine – now with an alternator and fluted cam boxes – more accessible. The latest Borg Warner Model 8 automatic was a favourite option on the luxury-focused 420, but the four-synchromesh manual was optional and made the car nearly as quick as the 3.8 Mk2.

This one – kindly loaned by one of Hughes' customers – is an automatic, to which the torque characteristics of the longer-stroke engine are particularly well suited. With its padded dashtop and quiet engine restrained by the torque converter of the improved auto 'box, the 420 feels just one step removed from the hyper-civilisation of the XJ6 – the model that swept the 'compacts' into history when it was unleashed in October 1968.

The engine is possibly not quite as willing as in the earlier cars, but you would never knock it for that. With its lusty kickdown and slightly jerky full-throttle changes, this is a decidedly potent '60s saloon that gives the sort of effortless acceleration that American buyers demanded. It was also the last Jaguar saloon to have a column-change automatic and the last – until the modern era – with a separate starter button.









From top: 420's front seats incorporate substantial armrests; improved underbonnet access thanks to restyled nose; padded dash and less wood in cabin; tail shared with earlier S-type



The compact Jaguars became great symbols of personal achievement in the '60s. They had a turn of speed that was almost immoral at the price and a level of luxury probably surpassed only by the products of Crewe (at three times the money), yet they were accessible. Your dad – or somebody your dad knew – could actually dream of having one.

If a Mini was classless then a Mk1, Mk2, S-type or 420 created its own category, putting true high performance into the hands of the moderately well off rather than just the extremely wealthy – although many very well-heeled people bought them when they could easily have afforded something flashy and foreign at twice the price. These were cars that crossed the divide between bookmaker, gangster and peer of the realm.

A ubiquitous sight in British traffic, in Mk2 form they became equally synonymous with racing success – in the hands of Hill, Sears, Salvadori and many others – as they were in the world of crime. Villains loved these small Jaguars for their speed, manoeuvrability and, to be honest, the ease with which they could be stolen. The police *had* to have them, just to keep up.





Above: same basic bodyshell, but regular updates kept the styling fresh over a 13-year career; squared-up front with quad lamps would survive until 1992 on Daimler Limousine

'THESE COMPACT JAGUARS WERE CARS THAT CROSSED THE DIVIDE BETWEEN BOOKMAKER, GANGSTER AND PEER OF THE REALM'



Queen for a day

Dancer and model Hellé Nice was also an accomplished racer, says **Angela Hucke** as she takes the wheel of the femme fatale's Bugatti

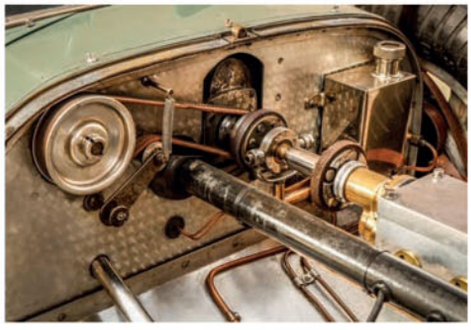
PHOTOGRAPHY **TONY BAKER**



Above: a charming contemporary sketch of Nice in racing overalls by the renowned French poster artist, Geo Ham











Clockwise, from left: an excited Angela Hucke ready for the test; original French registration can still be seen under the green paint of post-war British owner Jack Perkins; magneto drive is taken directly from the camshaft; signature engine-turned aluminium dashboard is a delight

Hellé Nice's closing remark when Yvone Moustiers interviewed her in 1929 for *La Femme et les Sports* was: 'J'adore le mouvement et la vie' – I adore movement and life. It was a fitting self-assessment from one of the most flamboyant and successful female racing drivers of the 1920s and '30s. I hesitate to make the accolade gender specific, because Hellé Nice was a flamboyant and successful racing driver, full stop.

Referred to as The Bugatti Queen, her rise to motorsport fame led to her being described as driven, bright, dazzling, joyous, racy, radiant and a *virtuose du volant* – but also as notorious, crazy and infamous. It depended on whether history was revisiting her glory days or her shocking decline. Among drivers' careers, there has rarely been a more dramatic downfall than that of Nice. And from being the fêted darling of the racing world, she plunged to destitute loneliness and the ignominy of an unmarked grave.

Sitting at a table in the Bugatti Trust, I am surrounded by historic documents from Nice's private archives as well as Miranda Seymour's groundwork for her immensely accurate and highly successful 2004 biography, *The Bugatti Queen: In Search of a Motor-Racing Legend*. Among the material lies a small brown leather notebook with just two letters stamped on the centre of its tired cover: HN. It is Nice's personal address book from 1937, and reads like a *Who's Who* of Parisian high society as well as including all of her fellow celebrity racing colleagues. Also present are two elegant portraits of her dancing. According to *Femmes d'Exception en Provence-Alpes-Côte d'Azur*, these might have been hanging in her last home as the two remaining mementos of a better life long gone. It is impossible not to be moved.

The research was prompted when I was invited to drive Nice's superb Bugatti Type 35B Grand Prix, acquired last year by an American collector and briefly in England under the watchful eyes of Pendine's James Mitchell. The car was making a UK pitstop on its way back to the States after a very successful appearance at Chantilly Arts & Elegance near Paris, where it was a runner-up in the Voitures des Grandes Dames category. Sometimes you just have to say yes.

The last Bugatti that I drove was the four-wheel-drive Type 53 and, having heard how well this particular Type 35B handles, I was looking forward to taking to the track in it.

In an ocean of Bugatti Blue – I think there are as many 'original' shades of the colour as Ettore had paint pots in Molsheim – the Hellé Nice car now stands out, having been repainted in its original 'taupe' – although I would personally describe the colour as a hybrid somewhere between bayberry and cabinet maker's blue.

Nice was only the third owner of chassis 4863, which was built in 1926, and bought the Type 35 directly from the factory on 29 March 1930. Antoine Raffaelli's book, *Memoirs of a Bugatti Hunter*, lists 4863 as having been first registered 1763 WW5 on 2 July 1927 to Marco Andriessi of Amsterdam, but it was with Hellé Nice that the car started truly making its mark on circuits.

It doesn't disappoint: this Type 35 looks, feels, smells and sounds like all racing Bugattis should and, after Mitchell's brief reminder that "it doesn't idle" – that's fine, it's a racing car, there's no time to idle – I'm off. On a crisp and sunny autumnal morning I enjoy lap after lap, mindful of it being an exceptionally historic and valuable car, but also that it goes like a dream.

Despite the Type 53's reputation for driving more with brain than brawn, piloting something that handles as lightly and confidently as this Type 35B is a joy. The gearbox is perfect, the cornering precise and direct, the Bugatti



Classic Grand Prix Bugatti profile with outside brake and gearlever; breather hole midway along the bonnet is for the blower, which was a later addition

champing at the bit as it wants to go ever faster – just as its former owner once did.

Born Mariette Hélène Delangle in Aunay-sous-Auneau, a village about 75km south-west of Paris, Nice could not wait to leave for the capital in search of a faster pace of life. As a young girl in 1903, she'd witnessed the Paris-Madrid racers storming past her home, so she knew that there was more to life than sleepy villages.

Nice's move to the city as a teenager brought celebrity as a model, acrobat and hoofer – at the height of her dancing fame she starred at the Casino de Paris in the famous Maurice Chevalier Gala. A skiing accident that resulted in a knee injury, plus friends such as Philippe Baron de Rothschild and – allegedly – Jean Bugatti, who had given her a taste of the motor racing life, would lead her to launch into a new career.

In the 25 September 1929 issue of *La Vie Automobile*, an article entitled *La Femme et l'Auto* celebrates changes in society giving more opportunities to women. But it also very eloquently argues the case that what had stopped ladies succeeding in motor racing before the '20s was not society but engineering. Technical progress, it was claimed, had brought the car to women rather than women to the car. Perfect timing.

That same year, 'Mademoiselle Hellé Nice', as she was called by the press, had driven a borrowed Oméga-Six to victory in her first GP. She also raced Rothschild's Bugatti T35C with such success that she went on to buy her own – my drive today – and joined Ettore's racing team.

In December, Nice undertook a record attempt at Montlhéry in 4863, seemingly with factory backing. The figures are impressive, even today: 10 miles at an average speed of 120.714mph (190.27kph). In an interview with Georges Fraichard at the time, she laughed away any compliment at achieving such pace: "Wait till I lap at 200!" Referring to the fear she had felt at first, she said simply: "*On s'y fait* [you get used to it]."

During an era where the power of publicity and marketing was beginning to be recognised, Nice made for a good story. Her photos – at the wheel of what must be 4863 – were syndicated with captions on the back asking for credit lines.

A particularly well-preserved example was listed on eBay recently, sold from an American collection in Oregon. It could possibly have been one of the publicity pictures used for her 1930 American tour. Invited as an exhibition driver, she successfully took to the country's dirt tracks and banking on an 18-event trip – possibly the only woman in the 1930s to do so. Her enthusiasm for banked circuits makes me wonder how 4863's handling on an oval would compare to Bugatti's earlier Type 29/30 'Indianapolis' car that, with its off-centre body, was specifically designed for such races.

Nice's natural ability to attract the spotlight was not universally approved of. She was a success of her own making and drew negativity and jealousy as anyone would at her level of fame. Yet she also garnered endorsements and sponsors, including Lucky Strike, Grebel and Yacco.

Here was a woman who would line up on the starting grid with the likes of Benoist, Caracciola, Chiron, Dreyfus, Fagioli, Nuvolari, Wimille and Rosemeyer. Between 1931 and '36, she competed in most of the established European Grands Prix, including Casablanca, Comminges, Dieppe, Marseille, Montlhéry and Monza. She also took part in rallies and hillclimbs – notably Mont Ventoux, where in September 1932 she set the ladies' record at 18 mins 41.1 secs, as well as coming second in the two-litre class.

In 1936, French industry was affected by large-scale strike action, fuel shortages and, in the motorsport world, less race preparation than before. Hellé Nice, though, was flying the



'HER GOOD LOOKS MIGHT HAVE OPENED DOORS TO BEGIN WITH, BUT SHE HAD GENUINE TALENT AS A DRIVER'

patriotic flag for France and the manufacturer Matford, which published a promotional brochure in the colours of the Tricolore, celebrating her alongside *mesdames* Siko, des Forest and Descollas. In 1937 the four ladies covered 33,578km over 10 days, establishing 25 new world records in the endurance field. Nice was *patrimoine*, a national figure celebrated by the French as well as abroad.

Hellé Nice had been born in 1900, the same year as another hugely successful Bugatti driver: Elizabeth Junek. Both women managed to hold their own at international level in an extremely dangerous and competitive sport. They were winners, they championed female achievement in motor racing and set an endless list of 'firsts' as well as world records in speed and endurance. But the end of their respective careers could not have been more different.

Looking through books from the 1950s and '60s about famous drivers – both men and women – Junek is ever present. In her autobiography, *Bugatti My Life*, she talks about her time



Winning smile: Hellé at the wheel of her T35



'31 La Baule Grand Prix – Nice finished eighth

History of a competition thoroughbred

Marco Andriesse of Amsterdam was the first owner of chassis 4863 and, as with many vintage Grand Prix racers, it was delivered by road from Molsheim. Even after two years, 4863 remained competitive and second owner 'John' van Hulzen raced it regularly – including on an epic 11km sprint between Toul and Nancy, where he finished third. Other highlights included a sixth in the first Dieppe Grand Prix.

Van Hulzen soon upgraded to an ex-works Type 35B, and 4863 was returned to the factory where, on 29 March 1930, it was sold to Nice. There are rumours that both Ettore and his son Jean were smitten with the glamorous dancer but it's not known if she was given a special deal. Nice made her debut in the car in the Bugatti GP at Le Mans on 1 June, finishing an impressive third. Mysteriously, she waited until 1931 before braving the track again (at the Marne GP), but the five-year-old Bug was outclassed on the fast Reims circuit. The car may have been uncompetitive against the T51s, but there was no doubting Nice's stamina with a seventh in the '31 Dieppe GP, followed by top-10 results at Comminges and Monza.

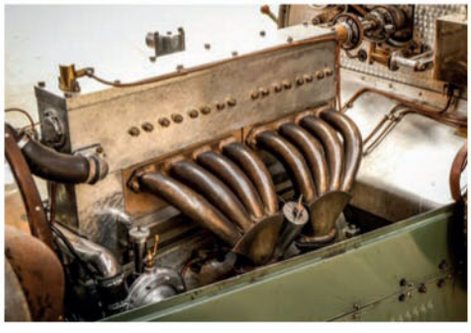
Little else is known about 4863 until it was acquired London Bugatti dealer Jack Lemon Burton in the late 1930s, when it was upgraded to blown Type 35C specification. After WW2, it was owned by several well-known enthusiasts, including Jack Perkins, who competed with it several times at Shelsley Walsh, and later 'Bob' Roberts, who had Crosthwaite & Gardiner carry out a comprehensive restoration.

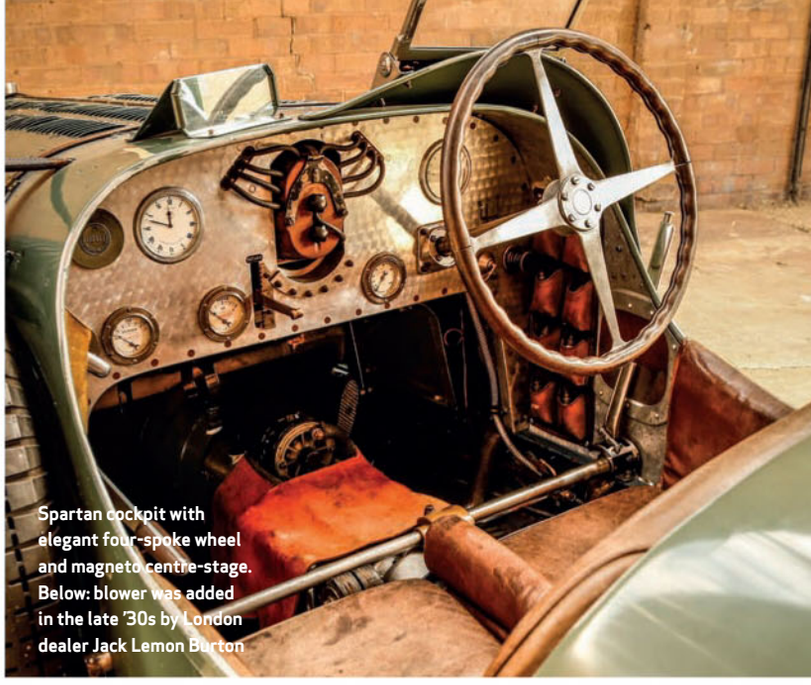
In 1982 it headed to the US and went through several collections, including those of Ben Rose (who owned the house featured in *Ferris Bueller's Day Off*), Oscar Davis and Brian Brunkhorst.



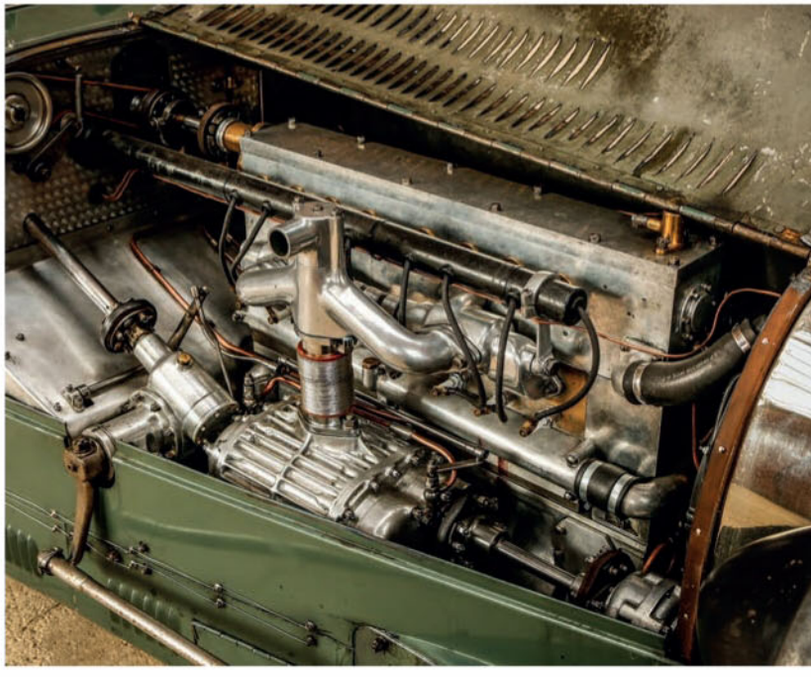








Spartan cockpit with elegant four-spoke wheel and magneto centre-stage. Below: blower was added in the late '30s by London dealer Jack Lemon Burton



Clockwise, from left: chassis 4863 is one of the best-preserved GP Bugattis and features much of the original bodywork; elegant radiator cap with leather support for stone-guard; superb handling; bunch-of-bananas manifolds for the wonderfully sonorous straight-eight motor

after retiring from motorsport. She emphasises her sense of belonging to the wider Bugatti family and of clubs looking after her with honorary memberships – the Bugatti Owners' Club and Vintage Sports-Car Club to name but two. For Nice, the opposite was true.

She was shunned by the racing community after Louis Chiron accused her of being a Nazi sympathiser during her comeback on the Rallye Monte-Carlo in 1949, and got on with neither her sister Solange, or her mother Alexandrine, who left her out of her will. Her father and brother had both died young and, having lost her family, she had now also lost the racing fraternity.

As sponsors and colleagues faded away, Nice was probably able to support her lifestyle for a while thanks to the generous compensation that she'd received after the 1936 São Paolo Grand Prix accident that had killed a number of spectators and left her in a three-day coma. Tragedy was a regular occurrence on the race track, but it is interesting to note that several reports refer to Nice temporarily withdrawing from competition after losing rivals and close friends such as Le Mans winner Henri 'Couc' de Courcelles and Bruno d'Harcourt. The emotional pain that came hand in hand with her lifestyle may have affected her more than history relates, and the loss of her racing 'family' might have been too much for the Bugatti Queen.

Her modest final lodgings on the Rue Edouard Scoffier in Nice were provided by La Roue Tourne, a charity supporting destitute artists. Her last known partner, Arnaldo Binelli, had squandered her money before leaving her for a younger woman. A phone call to French Bugatti connoisseur André Binda confirms that even locals were not aware she had resided there.

Binda had sourced the original photographs featured in Antoine Raffaelli's book in Nice *brocantes* [junk shops]. Had they known of her whereabouts, she would have been included in the local Bugatti community. Apparently, Peter Blair-Richeley was a keen Hellé Nice supporter and it would be interesting to study his archives (now at the Revs Institute for Automotive Research in Florida) for additional material about her life.

Nice became the *persona non grata* of female motorsport in the 1950s and '60s – SCH Davis' *Atalanta* from 1955 only briefly including her in its 'and many others' chapter. It is a fitting celebration, then, that after Raffaelli made her the cover girl for his 1997 book, Miranda Seymour dedicated years to researching and writing the ultimate story of the racer's life. I have held back from reading that, however, wanting to base my impressions on coverage from her glory years.

Nice was described as 'having no low gear', and her background as the daughter of a postman set her apart from others with upper-class backgrounds where eccentric hobbies and passions were celebrated and encouraged. Her vibrant personality and sensual good looks might have been what opened doors for her to begin with, but it was her genuine talent as a racing driver that led to her achievements – including eight world records. One of her contemporaries, the American pilot Jackie Cochran, when asked about being a woman in a man's world, never dismissed her femininity and summed it up with a simple sentence: "I didn't want to be a man, I just wanted to fly." Nice was the original 'top gear' woman who just wanted to race, and 4863 was the car that contributed to making it happen.

In 2010, the Hellé Nice Project – supported by the Hellé Nice Foundation, Miranda Seymour and descendants of the Delangle family – funded a bronze plaque that was placed on her grave in Sainte-Mesme, near Paris. Finally, she had been accorded a little of the dignity and recognition that she so richly deserved.





Light SABRE

You'd expect a Lotus 47 to be quick – it weighs just 558kg and packs 175bhp – but nothing prepares you for the pin-sharp handling, says a stunned **James Elliott**

PHOTOGRAPHY **TONY BAKER**

Lotus was never one to abide by convention. While most road-going competition cars were merely exercises in development and wringing performance out of the base model, that didn't always suit the unorthodox Colin Chapman. He'd adopted the evolution approach for the 26R, the racing version of the Elan that the firm had never intended to build, but which was eventually produced in small numbers (fewer than 100) to satisfy the appetite of privateers.

When it came to Ron Hickman's mid-engined follow-up, the even rarer 47, with no more than 55 constructed according to current thinking, Lotus took the opposite approach. It may look little more than a mildly tweaked Europa – which itself was based on a years-old pitch for a contract that went instead to Eric Broadley for what would become the GT40 – but that familiar outline shrouds a completely different car.

Period tests routinely described the mid-engined Type 46 Europa as a formula car for the road, but that was a statement of fact rather than journalistic flourish for the racing variant.

While both look similar and use the reversed-backbone chassis that was devised for the Elan – actually just as a testbed for the Rotoflex couplings, but then incorporated into Hickman's design – they share barely any components. Whereas the S1 Europa was launched in 1966 with the 1.5-litre 'four' derived from a Renault 16 unit mounted longitudinally, the Type 47 reverted to the feistier Twin Cam. This could provide 175bhp-plus (180 with fuel injection) without becoming any more temperamental than the stock motor that had served so well in competition. The difference in performance is alarming. While the 9.3 secs 0-60mph time and 115mph top speed are pretty impressive returns from the specced-up 82bhp Renault engine, the Twin Cam 47 reaches 60mph in under 5 secs and a maximum reckoned to be around 165mph.

Similarly, while both have one-piece glass-fibre bodyshells, the 47's is made of thinner, lighter GRP than the road car, reducing the already lightweight 610kg S1 to a flyweight 558kg. Suspension? Same story: same system (independent all round by modified Chapman struts at the front and coils with telescopics at the back) but uprated in every way. Even the front wishbones are off a Type 41 single-seater.

The early, 296-off Europa Series 1 did share some of the spartan characteristics of a racer, however, such as no doorhandles, fixed windows and seats, plus minimal internal trim. It became more practical with later S1 cars (fewer than 400 examples, now dubbed the S1A and S1B), and by the comparatively big-selling Type 54 S2 (3615) there was all manner of luxury such as electric windows and adjustable seats. These decadent features were carried over when the Twin Cam Type 74 (later the Special when it used the big-valve head) was finally made available to the public five years after production had started. These runout models, which sold nearly 5000 units before being replaced as the sporting flagship by the Esprit in '75, shortened the 0-60mph time to 6.6 secs and raised top speed to 123mph. This was despite carrying a passenger for the testing and bulking up to 740kg, a full 20% heftier than the original Europa. Just imagine that sort of pace – and then some – therefore, in a car that weighed so much less than even the S1.

Despite the 47 having a higher Type number, mindful that there would be demand for a competition model, Lotus had developed it alongside the clubman's variant – some argue that the 47 was built first – and unveiled the two together. Built by Lotus Components rather than at the factory, the clues included fat rear rubber, bigger arches, no bumpers and, shortly after launch, engine bay vents to aid cooling.

Like the clubman's/road model, the glassfibre body was bonded to the backbone chassis, which as in the Elan was folded pressed steel but shortened to make way for the rear wheels and tyres. Attached to, or cradled by, that chassis were the workings of a pure racer, much of it lifted straight from the Lotus 22/23 and 69. In this case that means the 1594cc 165bhp Cosworth-Ford 13C Twin Cam, a Hewland FT 200 five-speed transaxle, plus full F2 rear suspension by reversed bottom wishbone top link and dual radius arms.

The featured car is the extremely rare F spec,

'ATTACHED OR CRADLED TO THE CHASSIS WERE THE WORKINGS OF A PURE RACING CAR'

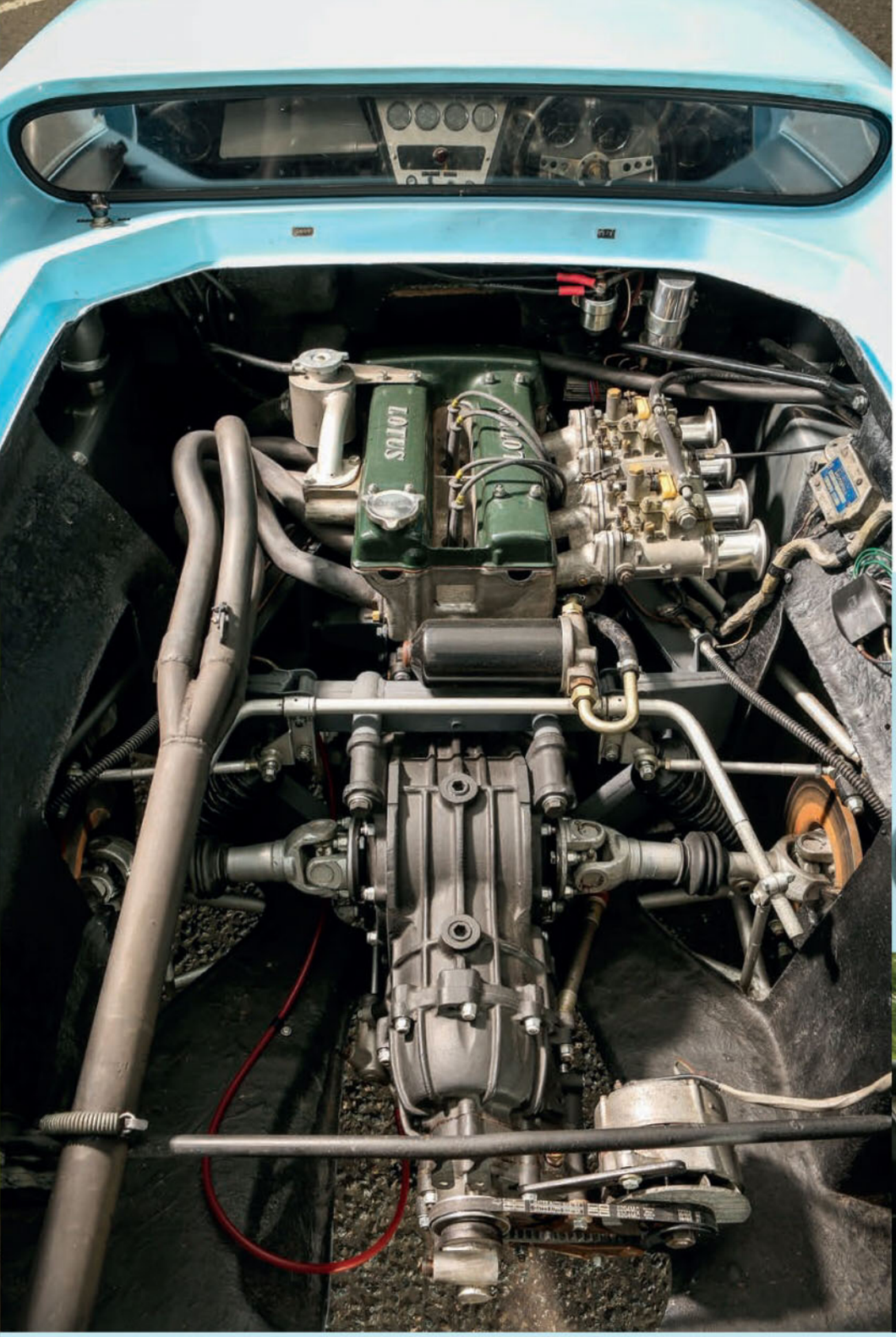


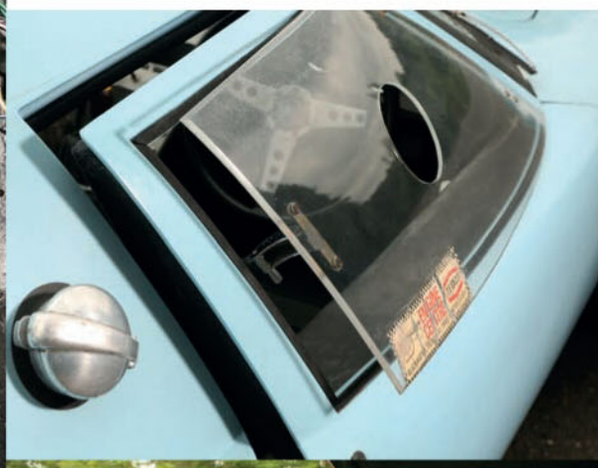
Exquisite steering enables Lotus to be placed with millimetric precision. Below: 47 bears its patina and competition pedigree with pride – any Lotus of the time sported a badge marking fim's successes



which was (slightly) more roadable. Just six, or arguably seven were made – Lotus ledgers always raise more questions than they answer! Despite a radically different colour scheme to the archive photos, this one is highly original with history from 1971 (see panel) plus a marvellous patina to match. Put into storage in the early '80s, it came to its current owner as "a box of bits" and has since been restored "precisely how it would have been built in the first place" with a determination to retain all its history. Since then, it has been used only on the road and for the odd track day. Probably its nicest feature is that, if you didn't know otherwise, you would happily believe that it is untouched from new, that it has never been

Clockwise: full F2-spec rear set-up, and Twin Cam now runs twin 45s instead of Tecalemit fuel injection; hinged window; Elliott revels in divine controls







Restored without losing its soul

This particular 47 has a fascinating history, but with some big gaps. Chassis 54 was delivered to the Scottish Auto Tech racing team in East Kilbride in December 1967 with the registration NUS 685F, which was changed to its current 8880 TW in 1970. It's pure conjecture, but could this have been for up-and-coming local hotshoe Tom Walkinshaw? It changed hands, going to the other end of the country in Cornwall, in '73 and was kitted out in JPS livery (in the history file, there's a charming letter from the owner asking Lotus for permission to do this) and campaigned extensively.

After a crash-free career, the 47 was taken off the track for a rebuild in the early '80s. Work stalled, however, because no replacement parts were being manufactured at the time. As a result, the 47 remained in a semi-dismantled state for 20 years until the owner reluctantly decided to sell the car in 2003. It was bought by current custodian Peter Hartnett, who embarked on a full restoration to 1967 spec, with great care being taken to preserve as much of the original car as possible.

Hartnett would be delighted to hear from anyone who can shed any further light on its early history; e-mail petelot26r@yahoo.com

Clockwise: Lotus was resprayed in JPS livery for car's second owner, here hustling the 47 at sprint meeting; it was taken off road in the early '80s for an overhaul that never happened; car remained untouched for 20 years







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disassembled and rebuilt. "It does drive like a new car, though," advises the owner. We'll see.

Fire it up and a riot of raucous noise shakes the car around you, briefly distracting the driver from the more pressing concern of being deafened by the engine so close to his ears. Slot it into the dogleg on the remote lever for the 'box that's slung off the back of the engine, then use those vast back tyres – the 6.00/12.00-13s are as fat as the rears on a Lamborghini Countach! – as a clutch. It spins them easily before friction bites and you are fiercely catapulted forwards with no hint of lateral movement at the back.

This car originally had injection, but when it passed into the current ownership it was, like most, fitted with Webers for tractability. Given its high circuit gearing and the fact that it took 5000rpm to move it off the line with the injection, the pair of 45s provide a dose of usability.

slightly ramshackle cabin suggests a much-used car that has just been kept going, but the accuracy of the responses tells a different story. The super-sensitive throttle is phenomenal, the steering via the 5.25M-13 fronts more direct and feelsome than you dare to expect from even a design with the engine so far away from the front axle. On a lengthy burst at high speed the rack system does lighten perhaps a little too much, though.

The steering adds to a skittishness over bumps, kicking back like a baby having a tantrum, but the 47 is so low that you almost feel at one with the road anyway. It's the same when you hit the brake pedal hard. Whereas the standard set-up overheated in competition, the all-round discs and special calipers react as if you've dug your own heels into the asphalt. The Hewland, true to type, is sublime when you get it right, but truculent if you fudge those closely spaced gears.

space (there's even a glovebox) and the brushed-aluminium dash, replete with 180mph speedo and redline-free 10,000rpm rev counter, or spotting the ashtray, you might for a moment be kidded into thinking that a 47 is a proper road car. But it isn't. Even sunk low in the fixed seat and peering upwards, playing with the lovely thin-rimmed wheel and the high gearlever, there are telltales. There's the lack of a fuel gauge, the fact that everything is tagged or labelled – with the original Dymo tape – that the window catches (opening for the passenger, port-holed for the driver) are stamped 47F.

And that's just on the surface: you could also throw in the facts



Clockwise, from below: vast rear tyres; tank for dry-sump motor up front; 47 sits on fat magnesium centrelocks; functional cabin; big oil-pressure lamp dominates console, with handbrake to left

According to the previous keeper, when the Lotus had its Tecalemit-Jackson system, plus massively tall ratios in the FT 200, the top speed that it achieved was 171mph on an airfield, briefly revving to 10,000rpm… and praying that it didn't blow up. The mind boggles at the prospect of an FVA-engined version, but there is plenty of evidence that they were used in period.

Even with such lunacy supposedly tempered, the pace is enough to make your eyes water, the 47 being so sharp that you can hardly believe it. It feels so much more of an out-and-out race car than a 26R, yet also feels far more rigid with less body flex and a probably incorrect sensation that you are a little less vulnerable. What grand perceptions can be influenced by something as simple as the thickness of seat padding, hey?

But it is in the more delicate matters that the 47 most astonishes. The completely original yet

'FIRE IT UP AND A RIOT OF RAUCOUS NOISE SHAKES THE WHOLE CAR AROUND YOU'

So tactile is the 47, so involving, that in this car you almost feel like a cog in the works. There is loads of mechanical thrashing and the engine is noisy and wonderfully fruity, yet it is the transmission that provides all the aural discomfort.

There are lots of other minor worries for those moments when you are not 100% focused on driving (ie, only when the 47 is stationary), but each is balanced by something surprisingly thoughtful. Drinking in that cockpit and its original harnesses, admiring the amount of stowage

that it is all rose-jointed, that there is a brake balance bar, and that much of the back end has to be dismantled to do almost any job (the top link of the rear suspension has to be released to take off the wheel). Even the chassis is shortened and the rear cradle is different. Then why not consider the history, the dominance of the great John Miles with a 47, ruling Group 4 until usurped by the Chevron B8s? Yes, this £2600 kit car (plus £50 if you wanted it built and exported) took on and vanquished, some would say humiliated, the big boys. That's not to say that it is a racer that you can't use on the streets – the beauty of the 47 is that you can, just. Make no mistake, though, this is not even some homologation special, but an out-and-out racer masquerading as a road car. Think McLaren M6 rather than F1.

If that doesn't convince you, just fire it up again. Hell, just fire it up anyway… CLASSIC


7 SPA

A PASSION FOR THE PAST

There's a story to each car in Ross Brawn's amazing collection – from Wilson-Pilcher to Pinzgauer and SWB – as he tells **Richard Heseltine** on an exclusive tour

PHOTOGRAPHY **TONY BAKER**



As the wind swirls and blusters, and black clouds barrel our way from the east, now might not be the best time to ask if we can do a few driving shots. It's a Ferrari 250GT SWB, after all. Not only that, it's ex-Rob Walker. It was aboard this glorious machine that Stirling Moss famously won the 1960 Tourist Trophy at Goodwood. This car has history. This car matters. This car is worth more than you can imagine. Some owners are reticent – at best – to drive such valuable classics further than the end of their drive even when it's bone dry. But not this one.

Ross Brawn is not about to let a little (torrential) rain get in the way of enjoying himself. "It's only water," he says. "As long as there isn't salt on the roads, I'm happy driving it." Just when we thought this motorsport colossus couldn't rise any further in our estimation. Over the past four-and-a-bit decades, the quietly spoken all-rounder has enjoyed towering success, whether it was penning all-conquering Jaguar Group C cars for Tom Walkinshaw or overseeing Benetton's transformation from occasional Grand Prix victor into a World Championship contender. And that's before you factor in his role in turning Ferrari from a pitlane joke into an omnipotent superpower. Oh, and interjecting a mood of calm consideration into proceedings after Honda abruptly departed Formula One in 2008, keeping things afloat to fight on with his name above the door. The re-minted Brawn GP claimed the drivers' and constructors' titles a year later despite a major sponsorship shortfall.

This is but a mere thumbnail sketch of a career that has featured rather more hits than misses. As such, Brawn has the means to indulge himself, but his 30-strong collection isn't the work of a moment. To him, it's more of an accumulation: "I buy cars I like; cars that interest me. I suppose I have eclectic taste, so some of them might not seem particularly obvious. I mean, I had several cars during the '70s that are now considered classics: a Lotus Seven, an Elan and so on. Growing up, I used to look agog at cars such as the E-type. I was full of desire, but it wasn't until the mid-to-late '80s that I was in a position to buy something special. My first classic was a Mk2 3.8 that I bought while I was involved with Jaguar's sports car programme. XK Engineering found me a nice example and later an E-type S1 fhc. I still have them. As my career developed, I was able to buy cars that had been out of reach. The first major purchase was a 275GTB/4 that I bought in the '90s when there was a lull in the market."

"IT ALL BEGAN WITH A CRYPTIC TEXT – 'DO YOU WANT TO BUY THE BEST SWB IN THE WORLD?'"

The acquisition of the Walker blue '2119GT' was something else entirely: "The SWB was the aspirational dream. I already had an ex-Eric Clapton right-hand-drive road car with all-aluminium body. In fact, I still have it so I wasn't looking to buy another one. It all began with a cryptic text message from Jeremy Cottingham of DK Engineering. It read: 'Do you want to buy the best Ferrari SWB in the world?' To be honest, I thought he was referring to the 1961 TT winner that belongs to Clive Beecham. Over subsequent texts, it dawned on me that he meant this car. The more I researched its history, the more excited I became. We teased each other for a few days, but then it became a bit serious.

"It turned out that [then owner] Nigel Corner was keen that the car should stay in the UK and, after discussing things with Jeremy, he decided that I might be an appropriate custodian. Negotiations started and continued during my trip to Austin, Texas, for the US Grand Prix in November 2012. I was taking calls at odd times throughout the race weekend. On returning home, I went to see the car and that was a very special moment. Bob Houghton looked it over and provided a second opinion. I then took a deep breath and bought it. I couldn't resist."

But why this particular Ferrari? "It probably isn't the best word to describe it, but this car has a certain aura. It was something of a freak in that it was raced extensively over a two-year period, with Stirling and Mike Parkes driving [the latter fielded by Tommy Sopwith], and then that was it. There was no gradual deterioration. It didn't end up getting damaged in club racing or being chopped about. Not only that, like most enthusiasts I grew up aware of Stirling and his many achievements. Sir Stirling and Lady Moss are good friends, and I think some of his charisma has rubbed off on this car. It isn't just that, though. I have enjoyed immersing myself in its history."

This interest in tracing the car's past life led to Brawn collaborating with Doug Nye on *The Autobiography of 2119GT*: "I have known Philip Porter for some time. He has interviewed me several times regarding my involvement with the Jaguar Group C programme. During one of our chats, Philip told me about the *Great Cars* series. The idea started to germinate and the result is









Brawn loves the SWB both for its sublime appearance and race-winning pedigree; at 6ft 2in, he's a tight fit in the cabin; triple Webers on 3-litre V12. Opposite: big Veglia rev counter and speedo dominate dash; Moss famously listened to Raymond Baxter's live radio commentary on way to victory during 1960 TT

this book. I was really chuffed when Doug agreed to write it. I like his style of journalism and admire how thorough he is. If you want to know something about motorsport history, Doug will probably have the answer. What's more, he always tells a story in an entertaining way."

Warming to the theme, he adds: "Doug teased stuff out of me that I found fascinating. I was asked to write a few chapters and one of them concerns how the car might have been designed had today's approaches and technology been available. That got me thinking about what we nowadays take for granted in terms of the design process. Thanks to data acquisition, simulation tools etc, we have access to a lot more information than was available back then. Even at the beginning of my motor-racing career, that sort of stuff was empirical and intuitive. For that reason, guys with experience and knowledge were invaluable. They had already made mistakes and had learned from them; they had a feel for which direction to go. Through a process of experimentation – try this, if it doesn't work then try that – they arrived at solutions. Of course, this process is relatively crude because it can miss potential gains along the way.

"That was the big comparison which I found absorbing. There has been a giant leap forward in terms of data-acquisition technology relative to those days. I remember what it was like in the 1970s when I first got into designing racing cars. I worked under Patrick Head at Williams for a long time, and we did the best we could with the information that was available, all the while aware that we were working in a vacuum. We were constantly trying to acquire data.

"I tell the story in the book about building a six-channel mechanical recorder back in the late '70s. It comprised a pair of rollers with waxed paper and scribblers attached by Morse cable to all four suspension corners and the skirts. A key element towards the success of Williams during that period what that we had a greater understanding of what the car was doing relative to our rivals; of how the suspension was working and where the skirts were relative to the ground. Ferrari didn't have anything like that more than half a century ago, but the SWB worked. It was the culmination of experience gained with the many 250-series models that had gone before it. And quite aside from its worth as a racer, it remains one of the most beautiful cars ever made. There isn't a line wrong on it."

And with that, Brawn contorts his 6ft 2in frame into the SWB's cosy cockpit and fires its 3-litre V12. "It makes such a fabulous noise," he says, somewhat superfluously. While the Ferrari warms, there's just enough time to take in the other cars housed nearby, which include a fabulous '31 Invicta S-type and a 911 Carrera RS 2.7 Touring: "I am getting more and more into the pre-war stuff. This Invicta used to belong to a friend, so I have known about it for some time. I'm not massively into Porsches, though, but I do love the RS. I'm good mates with John Watson – we're fishing buddies – and he has



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Clockwise, from top left: Brawn fancies doing some continental events with Invicta; magnificent '04 Wilson-Pilcher only just completed 2015 Veteran Car Run; an unlikely pair – ex-Stuart Graham 300SL with Pinzgauer; he's "not massively into Porsches", but Brawn adores the RS 2.7; 2009 BGP 001 F1 car

owned one ever since his first season in F1 [for Hexagon] back in 1974. I tried buying his car, but 'Wattie' wouldn't sell it so I purchased this one."

With the SWB up to temperature, we're off to a couple of industrial units located some distance from his Oxfordshire home – when matters take a turn for the surreal. It soon becomes a game of 'guess the car under the dust-sheet by outline alone', with everything from a '38 JAP-engined Morgan Super Sports to an '09 Brawn BGP 001 vying for attention. That's before you consider the Ferrari 250GTE, the 288GTO, the F40 and the, er, Pinzgauer: "[Legendary engine designer] Mario Illien is a great friend and he had one at his place in Switzerland. He told me that the Swiss army was selling them off, so I bought one.

"Most of the cars here mean something to me on a personal level. I have always liked ACs, which is why I bought the Ace with the Ruddspeed-Ford engine. It's the ex-Betty Haig car. I also have a '64 Cobra MkII 289 which, to my mind, is much nicer than the later 427. It still has the V8 rumble, but with a much prettier body." Then there are the Mercedes 300SLs: "I bought the roadster a long time ago. The Gullwing used to belong to Stuart Graham, whose daughter worked for me at the Mercedes F1 team. Most of my cars have some connection with people I know or have known. I tend to be familiar with cars long before I buy them."

'IT SOON BECOMES A GAME OF 'GUESS THE CAR UNDER THE SHEET BY OUTLINE ALONE"

A notable exception is his 1904 Wilson-Pilcher, an auction purchase aboard which Brawn has tackled the Brighton Run: "We finished by the skin of our teeth last year. The flywheel fell off! Now that I have more free time, I want to do more events. I would really like to do something with the Invicta – perhaps a continental tour."

But is there any danger of him ever venturing on track in anger with 2119GT? "I've done several Goodwood events, which I enjoy. I also had fun at CarFest, where we auctioned passenger rides for charity. As for racing it, I am not a particularly fast driver so I would have to say 'no'. This car was raced in period by people who were way more capable than I am, so I would hate to lose such originality by crashing it. The whole historic racing scene is changing. It has become deadly serious. Given the number of replicas, continuation cars, or whatever you want to call them, that are out there, I wouldn't feel comfortable driving around with the weight of history resting on my shoulders. I'd love to do some gentle rallies, though. The car needs exercising and I want people to see it." Safe hands don't come much safer, that's for sure.

Thanks to *Rebecca Leppard and Porter Press: www.porterpress.co.uk*

FIT FOR A PRINCESS

Ordered new by British royalty, this Rolls-Royce retains its aristocratic bearing. **Martin Buckley** puts on his smartest jacket and takes it for a drive

PHOTOGRAPHY **JAMES MANN/REX FEATURES/TOPFOTO**

The late Princess Margaret was one of Rolls-Royce's most frequent royal customers. Beginning with a 1954 Phantom IV – one of 18 built mostly for heads of state – she owned seven in total. This 1980 Silver Wraith II was her last Rolls-Royce, ordered under the name 'Mr Edgar' (to maintain anonymity, presumably). It was the replacement for a rogue Wraith II – chassis LRH36157 – that she'd owned for just nine months in 1979. That car was allegedly crab-tracked and had suffered other persistent snags that had resulted in it being returned to the factory at the start of 1980.

After Princess Margaret's death in 2002, Viscount Linley disposed of his mother's car along with other possessions. The new keeper corresponded with the Home Office about ownership of the private plate but the matter was settled with Linley. By some kind of special dispensation, the plate stayed with the car.

Margaret was, of course, the Queen's younger sister. She was considered a great beauty in her prime but was a woman who never quite got comfortable with her allotted role in life. From her doomed affair with Group Captain Townsend in the 1950s to her racy exploits at her holiday retreat on Mustique in the '70s, she led a life that was hardly off the front pages.

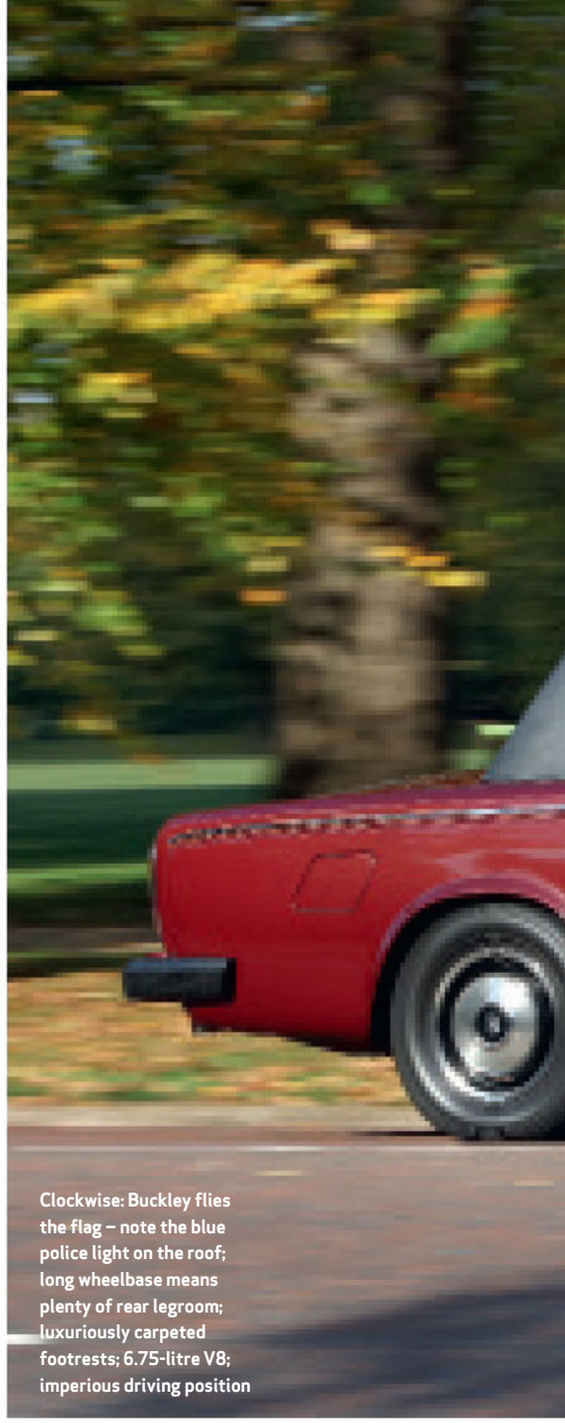
Rarely without a cigarette and a G&T on the go, she sought the company of celebrities and had many affairs before, during and after her marriage, in 1960, to Lord Snowdon. That union was dissolved (with massive tabloid coverage) in 1978, yet in the '60s they were well known not just for their long-wheelbase Rolls-Royces but for the 'off duty' Aston Martins and Mini Coopers that they were photographed in. I wonder what happened to the Austin Metropolitan that their official dealer, Kenning Car Mart, gave them as a wedding present…

Fastidiously looked after by Rolls-Royce at Park Royal – if anything, it was serviced more frequently than it needed to be – 3 GXM has still covered only 46,000 miles. Of those, 45,000 were probably covered by the Princess or the various friends and important personages who were given use of the Silver Wraith when they were in town. Paul Getty and Ronald and Nancy Reagan certainly used the car in the 1980s. Princess Diana was often seen being driven in it in the months before she married Prince Charles. There are pictures of the Queen and the Queen Mother in the car, too.

The Wraith II drives as tightly as the low miles suggest, isolating you from the hustle and bustle of London traffic and still with enough whispering acceleration to dispose of taxis and vans. Were it not for the flag and the royal crest, I doubt that it would garner much attention. Its narrow build, combined with a tight turning circle and light controls, makes it surprisingly practical West End transport.

Finished in Cardinal Red with a black Everflex roof (standard on the Silver Wraith) and gold coachlines, the interesting thing about 3 GXM is that it was ordered with a number of detailed internal modifications at the behest of the Princess. In fact, according the factory build sheets, many of the custom parts were transferred directly from the previous 'rogue' car.

Behind the wheel, the most instantly noticeable thing is that the dashboard is finished in matt rosewood (sometimes called 'oiled teak') rather than shiny walnut. Secondly, all of the



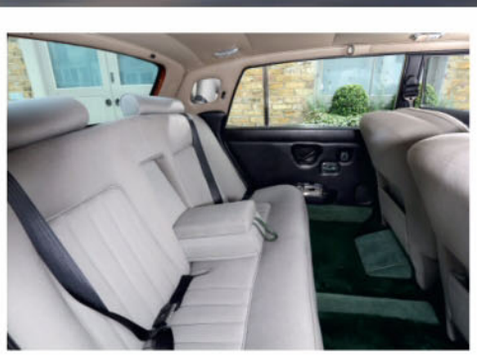
Clockwise: Buckley flies the flag – note the blue police light on the roof; long wheelbase means plenty of rear legroom; luxuriously carpeted footrests; 6.75-litre V8; imperious driving position













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Clockwise: Royce looking suitably regal outside South Kensington's Royal Albert Hall; HRH arriving at a film premiere in 1994, and, a year earlier, at the opening of West Lambeth Community Nursing Home

door tops are covered in black Nuella 5000 Connolly leather rather than the usual walnut. Possibly HRH had an aversion to bling, or it might simply have been a way of stopping photographers' flashes glaring too much.

West of England cloth front and rear is an unusual but not unheard-of specification. The Princess, however, asked to have the piping on the backs of the rear seats moved by a few inches because it dug into her neck. The rear squab was made as low as possible for the same reason. The rear floor height is raised to accommodate her short legs (she was only 5ft 1in tall). Green carpets with lamb's-wool rugs are used throughout and there is a leather headlining.

In the rear quarter panels, there are larger-than-standard vanity mirrors and additional spotlights – with switches in the ashtray panel – to give the public a better view of HRH when turning up to events. She deleted the 'Duchess straps' and the rear door armrests, but in the front the quarterlights open (as on the early Shadows), and there is a cushion between the front seats to accommodate an extra person if necessary. The sound system is the original Blaupunkt Frankfurt stereo cassette, and in almost every respect the car is as delivered on 16 May 1980.

'THE PRINCESS ASKED FOR THE SEAT PIPING TO BE MOVED BECAUSE IT DUG INTO HER NECK'

The long-wheelbase Silver Shadows were officially introduced in May 1969, but Princess Margaret and Lord Snowdon had one of a pilot batch of 10 delivered to them in July 1967. Ordered once again through Kenning Car Mart, this first LWB 'Chippendale dash' Shadow



replaced a 1960 Silver Cloud long wheelbase. It was specified in dark green with matching leather and carpets, satin brightwork plus a rear seat that was adjustable for height and rake, and had three fold-down armrests. The oiled teak dashboard and leather door caps have their origins in this car, which also had restyled dashboard switches and a Cloud/S-type ashtray in the front knee roll. According to the Rolls-Royce press release, all of these features were specified by the royal couple but this early long wheelbase didn't have an Everflex roof or the smaller rear glass of the production version. The latter was darkened and there were Yale locks on the outside of both rear doors.

John Blatchley, Rolls-Royce styling chief, designed a special internally lit coat of arms made of Perspex for the green car. An interesting detail, also found on the Wraith II, was the repeater flasher on the front wing let neatly into



the waist trim rather than 'floating' in the middle of the panel as on the production car.

Margaret replaced the original 1967 car (which was sold to Japan in '73) with a new long wheelbase in '71and followed that up with a 'flared arch' long-wheelbase Silver Shadow in '75.

The following year, her long-term chauffeur David Griffin joined the royal household. He was made redundant when Margaret died in 2002, by which time he was earning £1500 a month in return for a punishing seven-day-a-week regime that included running the Princess to her hairdresser twice a day in the Wraith, as

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Clockwise: matt rosewood dashboard was specified by Princess Margaret, as was the rare cloth trim for the seats; roof-mounted Union flag and royal crest; tiny wipers for front headlamps

well as lunch, dinner and theatre engagements. His working day sometimes didn't end until 3am, and he rarely exchanged more than a curt "good morning" with the Princess.

The official long-wheelbase Silver Shadow was offered to the public from 1969. HJ Mulliner Park Ward simply cut standard Shadow bodyshells (from Pressed Steel) in half and, after letting in 4in behind the centre pillar – and fitting longer rear doors – sent the shells to Crewe for finishing. Generally they took four to five weeks longer to build than a standard-wheelbase car, and commanded a premium of £2000 or more depending on whether you opted for the heavily padded electric division or went for the 'owner driver' version.

There was a steady demand for them; 2776 such 'chrome bumper' Silver Shadows were produced through to 1977. After it was relaunched as the Silver Wraith II, another 2135 were sold in three years. The Bentley versions are among the rarest Crewe-built models: just nine T1 long wheelbases were built and 10 T2s.

The Silver Wraith II, with its chin spoiler and impact bumpers, was named to evoke Crewe's first post-war production car. It embodied all of the technical improvements found on the 1977 Silver Shadow II (principally much improved rack-and-pinion power steering and a superb bi-level air-conditioning system) and, as before, you could spot one by its smaller rear window and Everflex roof. One detail that differentiated the Wraith II from the Shadow II was that the former had Camargue/Corniche-type brushed-aluminium hubcaps.



'IT STILL HAS ITS POLICE LIGHT ON THE ROOF, PLUS THE FLAGSTAFF AND ROYAL CRESCENT'

If Queen Elizabeth seemed to embody dignity and public service, Margaret was sometimes portrayed as a Civil List scrounger, yet she seemingly paid for this Rolls-Royce with her own money: all of the car's paperwork is addressed to her at Kensington Palace, and the warranty document is signed by her private secretary. But although 3 GXM was her personal vehicle rather than a royal household car, it does still have the blue police light on the roof (operated via a switch in the glovebox). It also has the flagstaff and royal crescent that you screw into position (with some difficulty) through an access hole in the roof.

Today, the only items missing from its royal days are the police radio in the glove compartment and the privacy blind from the rear window. There is even a Kensington Palace parking permit still in the front screen, which apparently allowed the Wraith to be parked anywhere. Sadly, it is no longer valid.



Princess Margaret must have liked Shadows. She owned five and kept 3 GXM until her death, by which time the car was 22 years old and two generations out of date. Perhaps not what you would expect of a woman with a £20m personal fortune, famed for her high living and a persona that could out-posh the Queen herself.

Thanks to *JD Classics, which is selling the car: 01621 879579; www.jdclassics.co.uk*

A FERRARI FOR THE UNCROWNED KING OF ITALY

Former Fiat boss Giovanni Agnelli built up an enviable collection of often-bespoke cars. **James Page** gets behind the wheel of his spectacular, and unique, Testarossa Spider

PHOTOGRAPHY **JAMES MANN**







Note proximity of head to windscreen surround – even for Page. Below: strake theme is extended to the rear lights as well







Spider is a nicely balanced design and well built. Blue striping was especially for Agnelli. Below: flat-12 was heavily reworked from that found in the 512BBi



Giovanni Agnelli was the Italian tycoon from Central Casting. Born into enormous wealth and married to a fellow aristocrat, he eventually came to own most of Italy's car industry, two of its major newspapers, one of its biggest football clubs and a ski resort. At one point, he was involved with companies that between them made up 25% of the country's stock market, and he did it all with a natural ease, charm and style that enabled him to mix with heads of state, political dynasties and international powerbrokers. This was a man who counted Henry Kissinger among his friends.

Where Silvio Berlusconi was all gaff-prone buffoonery and something of a laughing stock, Agnelli was grace personified, a man from an earlier era who became a fashion icon as well as one of Europe's richest people. When he retired in the 1990s, one commentator referred to him as "the uncrowned king of Italy".

Agnelli was the grandson of one of the founders of Fiat – who was also called Giovanni – and born on the family estate in Villar Perosa, near Turin, in 1921. He served in a cavalry regiment during WW2, and also managed to qualify in law, which earned him the lasting nickname *l'Avvocato* – the lawyer.

Following the war, he not surprisingly seemed more interested in being a playboy than settling into the family business – and he certainly had the means with which to pursue that course. He was a regular in the casinos and ski resorts of Europe, mixing with the likes of Prince Rainier and being romantically linked to, among others, Rita Hayworth, Anita Ekberg and socialite Pamela Churchill Harriman.

A serious car accident in 1952 led to him changing his outlook somewhat and focusing more on Fiat. He married Marella Caracciolo – daughter of Don Filippo Caracciolo, Prince of Castagneto – and went to work as vice president alongside Vittorio Valletta. The latter retired in 1966 and handed over to Agnelli control of a company in good health.

Over the course of the next three decades, Fiat's fortunes ebbed and flowed, but even in the most turbulent of times Agnelli's standing seemed hardly diminished. Having spent the first 30 or so years of his life keenly pursuing a



hedonist dream, he settled effortlessly into the role of elder statesman.

As you'd expect of a man who was at the head of Fiat, Lancia, Alfa Romeo, Maserati and Ferrari, Agnelli was a passionate car enthusiast. And it wasn't just exotica, either. He kept a fleet of Fiat Pandas, for a start, including one of the Moretti-built Rocks, as well as a brace of 130-based estates (*C&SC*, May 2013).

Even well into old age, Agnelli drove himself around. "The chauffeur never drives," he once said. "I always [do], it's a habit of mine. Once, when people travelled by horse-drawn vehicles, they said: 'There are those who prefer to sit on the box and those who prefer to sit inside the carriage'. I prefer sitting on the box."

He also had a weakness for open-top cars, ordering a Lancia Delta Integrale Spider that he used during the summer in St Moritz, as well as the car that you see here. It is the only Testarossa Spider that was officially commissioned and built in-house by Ferrari, and was constructed especially for Agnelli. The paint, for example, links the first two letters of his surname to the periodic table abbreviation for silver – Ag. The blue striping is a bespoke touch, too.

By the time that it was delivered to him in 1986, it had been two years since the standard model was launched at Paris' Porte de Versailles. Evoking the name of a famous sports-racer from the 1950s, the Testarossa was a development of the Berlinetta Boxer line but reworked by Pininfarina, which designed and built the body. The intention was to bring the ageing flat-12 series up to date in terms of emissions and safety, and in many ways the model signalled Ferrari's shift towards cars that were shorn of their idiosyncracies, becoming more user-friendly, comfortable and – in relative terms at least – practical.

The radiators were therefore shifted from the nose to the back in order to reduce cockpit temperatures, with those signature side strakes being a necessary addition to the huge vents that were dictated by such a move. It also meant that there was more room up front for luggage.

Thanks to the advent of turbocharged units and ground-effect aerodynamics, by the early 1980s the flat-12 engine no longer had a link to Maranello's Formula One cars, as it had done throughout the 1970s. Ferrari persisted with the famous unit, however, and though the Testarossa shared the 512BBi's basic block, there were – among myriad other changes – new four-valve cylinder heads and an updated ignition system to give a power output of 390bhp.

The car's wheelbase was extended, too, to give better weight distribution, and it was bigger all round than the previous model. Picture one now and you will no doubt consider its width, which is accentuated – especially on the Spider – by its lack of height. In truth, though, it is roughly as wide as a current BMW 5 Series, and doesn't feel unwieldy from behind the wheel.


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Our day with it begins at the premises of Charles Pozzi, the renowned marque specialist that was established by the late former racing driver. Navigating small side-streets and heading west to Paris' suburbs, it's difficult to imagine yourself in Agnelli's place, gunning the Ferrari up a mountain pass or heading to the coast for lunch in a glamorous location with Marella in the passenger seat.

Inside, it's pretty much standard Testarossa, which means a dashboard composed entirely of straight lines, plus orange dials – the ones for the water temperature and fuel level joining a digital clock in the centre console. Further back along that lie myriad switches, levers and knobs. I discovered what some of them did; others remained a mystery.

Mechanically, the Agnelli Spider is identical to the production berlinetta. The pedals are offset towards the centre of the car while, at low speed, the clutch and unassisted steering are both heavy. In all other respects, it's a surprisingly benign and easy thing to drive. The tall first is on a dogleg in the traditional open gate, but such is the torque on offer from the big flat-12 that gear selection is all but redundant.

On damp roads such as these, even modest throttle openings are enough to unstick the rear Michelin TRXs, yet the initial surge isn't as instant or as eye-opening as you might expect. Where the Testarossa really scores is in its long-legged nature, a feeling that it just won't stop pulling. It's never anything other than turbine-smooth, and by the time that you're over 4000rpm it's really starting to get under way, and certainly going far more quickly than is prudent on urban Parisian roads. The sound, however, is surprisingly discreet – even when provoked in one of the French capital's long tunnels.

It is, by all accounts, steady as a rock well into

'ON DAMP ROADS, EVEN MODEST THROTTLE OPENINGS ARE ENOUGH TO UNSTICK THE TYRES'

FERRARI TESTAROSSA

Sold/number built 1984-'91/7177
Construction tubular steel chassis with aluminium panels, steel doors and roof
Engine all-alloy, 48-valve, dohc-per-bank 4943cc flat-12, Marelli Multiplex ignition, Bosch K-Jetronic injection
Max power 390bhp @ 6800rpm
Max torque 361lb ft @ 4500rpm
Transmission five-speed manual, driving rear wheels
Steering rack and pinion
Suspension independent, by unequal-length wishbones, coil springs, anti-roll bar
Brakes ventilated discs, with servo
Length 14ft 9in (4500mm)
Width 6ft 6in (1981mm)
Height 3ft 8½in (1130mm)
Weight 3320lb (1506kg)
0-60mph 4.7 secs
Top speed 182mph
Mpg 15
Price new £62,666
Price now from £75,000

Clockwise: louvres in rear deck help to break up that large panel as well as keeping things cool; distinctive pop-up headlamps; removable windbreak; angular interior is the same as on the berlinetta



Lancia D24
Replica R1

Constructed by Luciano Basso and Guido Rosani, of the Lancia Museum from the original Factory blue prints. Maintained by Jim Stokes Workshop to the highest competition standard.





Please visit our website
for specifications & History.

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three-figure speeds, the perfect car for Agnelli to surge along the *autostrada*. It also rides well and feels remarkable solid, Ferrari clearly putting a huge amount of thought into the extra strengthening dictated by lopping off the roof.

Not that I mean to reduce this car to being merely a Testarossa chop, because that would be very far from the truth. Instead, it is a well-resolved design, from the way in which those distinctive sides merge into the vast rear panel, to the layout of the white hood. It is beautifully thought out, right the way down to the removable wind deflector that clips into place along the top of the windscreen frame.

And that's not all. Agnelli also had in his collection an F40 that had been fitted with the Valeo gearchange system, which uses an electro-mechanical actuator to operate the clutch rather than a traditional pedal. It was initially developed for Lancia's rally cars before, many years later, being fitted to a small number of Mondials. In operation, if not execution, it's a little like Citroën's C-Matic – you just move the gearstick, doing nothing with your left leg, and the clutch is engaged and disengaged automatically.

Quite by accident, while Artcurial's Matthieu Lamour is scrolling through the various buttons on the Testarossa's centre console, he finds an unmarked one that retracts the clutch pedal. It would appear that this Spider was given the same treatment as the patrician's F40.

It's touches such as this that make the Agnelli car unique. Other Testarossa Spiders were made – the Sultan of Brunei had at least two – but they were unofficial conversions, albeit in some instances produced by Pininfarina. Agnelli held on to it until his death in 2003, when it passed to a friend with whom he used to play poker.

Fiat had suffered a dip in fortunes throughout the 1990s, and there was also personal tragedy to deal with. His only son – Edoardo, who had struggled to find his way in life and was never considered as a potential successor to his father – committed suicide in 2000. Three years earlier, his nephew, who was also named Giovanni, had succumbed to cancer at the age of just 33. Agnelli himself officially retired in 1996, but retained a high profile. After he died, the Fiat production line was momentarily paused in tribute to him.

As for the Testarossa in general, for a long time it suffered something of an image problem, but its stock has been on the rise for a while. And that's nothing more than it deserves because, *Miami Vice* and *Out Run* connotations aside, it is a sublime super-GT – luxurious, well equipped and possessed of epic pace. The fact that this example is a one-off, a carefully engineered gift to one of the most influential figures in modern Italian history, raises its standing yet higher.

And in silver, it even manages a level of subtlety and discretion that you wouldn't expect of a Testarossa convertible. Where it could easily have been vulgar, it is instead cool and stylish – although it could be argued that much of that is down to the reflective glow of its first owner, as well as the renaissance of 1980s cars in general.

"Everybody tries to be a playboy," Agnelli once said. "Some manage it, others don't."

Thanks to *Artcurial, which is selling the car at its Rétromobile auction in Paris on 5 February: 0033 1 42 99 20 20; www.artcurial.com*

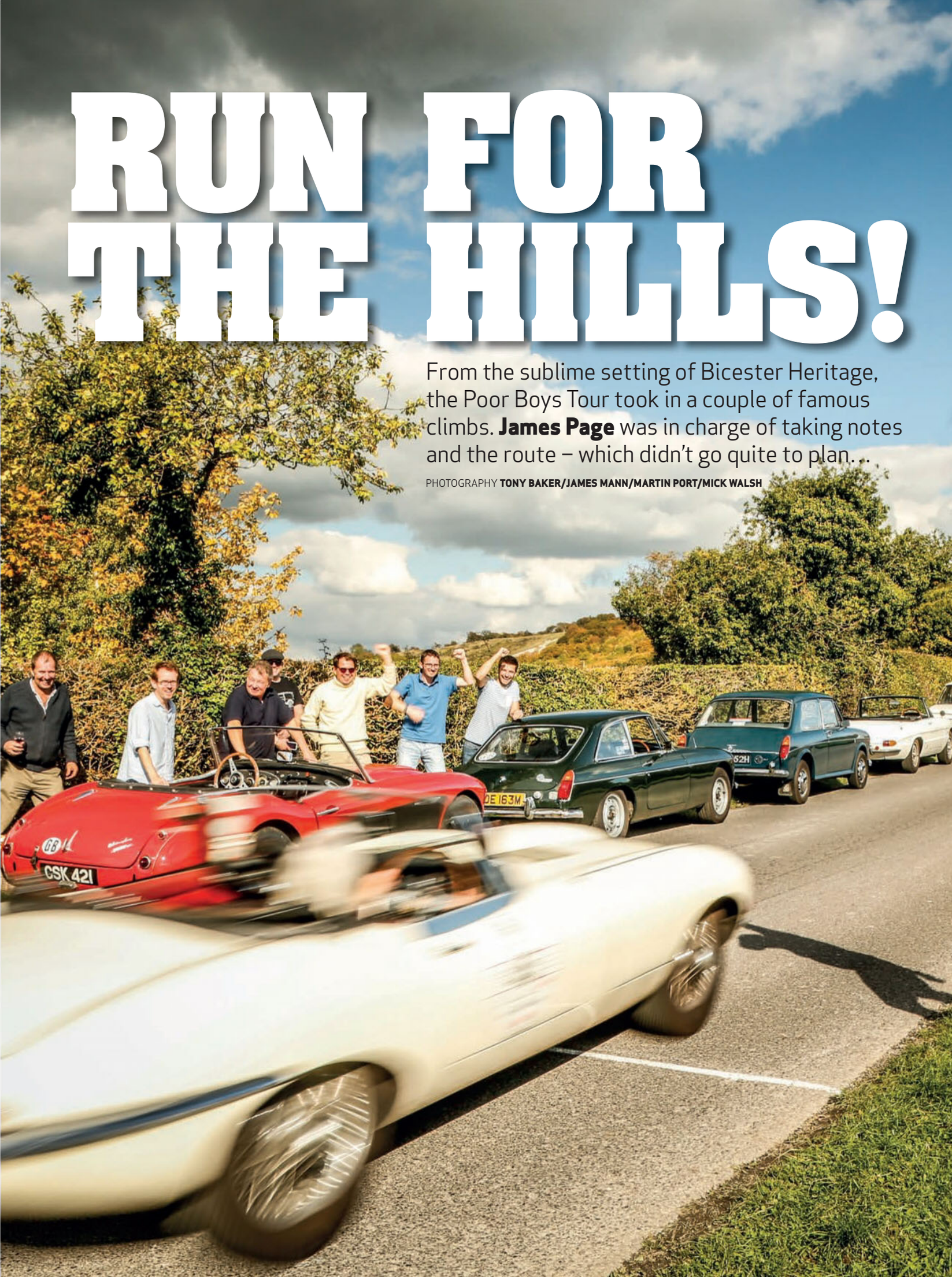


Clockwise, from main: straightline performance seems never-ending, with huge torque; large vents for radiators; Agnelli in full flow; slightly baffling centre console is full of knobs and switches

RUN FOR THE HILLS!

From the sublime setting of Bicester Heritage, the Poor Boys Tour took in a couple of famous climbs. **James Page** was in charge of taking notes and the route – which didn't go quite to plan...

PHOTOGRAPHY **TONY BAKER/JAMES MANN/MARTIN PORT/MICK WALSH**



Martin Buckley has changed. As we all found a suitable bit of Port's Land-Rover on which to balance our supermarket sandwiches and soft drinks, he produced a full-on picnic hamper, complete with a bottle of sparkling pink wine. However much he tried to protest that it had been given to him and that he didn't really want it anyway, we concluded that here was a Northerner who had spent too long living in the Cotswolds. He was even driving a Range Rover, for goodness sake.

Not, of course, that it stopped us opening the wine and distributing a taste among the drivers on this year's Poor Boys Tour, leaving the rest of it to the only passenger on board – an arrangement with which Len Hand seemed happy. The idea behind our latest outing was simple: start with Bicester Heritage, visit a couple of historic hillclimbs in the shape of Kop Hill and Aston Clinton, stop overnight in Hungerford, then end up at the Thatcham Classic the next morning.

The turnout of *Our classics* was impressive. Apart from the aforementioned 4x4s, there were two MGs in the form of Greg MacLeman's BGT and my 1300, two open British sports cars (James Mann's Healey 3000 and the E-type belonging to Hand's wife Gaynor Cauter), an Italian beauty (Mick Walsh's Alfa Duetto) and a German tin-top (David Evans' BMW 2002).

Sadly, we were missing our international GT. The day before setting out, James Elliott's Jensen Interceptor had suffered what he called a 'commuting meltdown', and was resolutely refusing to run properly. The squad was therefore completed by an interloper in the shape of Ford Heritage's wonderful Capri 280, which currently classic-less Malcolm Thorne had borrowed.

So, first stop Bicester Heritage. Evans had to temporarily abort due to a random hesitation on the BMW, and fixed it in time to join the tailback for the Blackwall Tunnel. Walsh, MacLeman and Thorne met at Stokenchurch just off the M40 to take a cross-country route to Bicester, and Port decided to stick two fingers up to the approaching winter. The previous night, he'd removed the tilt and the hoodsticks, unbolted the door tops and frames, and enjoyed a topless run from Thatcham. He even folded the windscreen flat for the last couple of miles, then spent most of the morning trying to thaw out.

As Port passed the time engaged in Series IIA chat with Dan Geoghegan, Bicester Heritage chairman and fellow Land-Rover enthusiast – they're everywhere now – the rest of us began to arrive. Buckley's Range Rover V8 was audible from miles away, and he was the first to make use of the site's range of specialists. As we began our tour, in the capable hands of Tiggy Atkinson, the car was raucously driven into Ryan Edwards' exhaust fabrication workshop for remedial work.

It's a remarkable site, this. In 1916, the Royal Flying Corps moved in and, following WW1, it became a training depot before being turned into a bomber station. In WW2, the Hawker Hart, Bristol Blenheim and Handley Page Halifax were all flown out of here, and it remained an active military base until 1976.

The facility then stood dormant for almost 40 years, before the current custodians took it on and set about transforming it into a hub for all manner of automotive businesses. We popped in to see Classic Performance Engineering, where









Clockwise, from above: a misty morning near Brill for Alfa, MG and Ford; Blast House – outside and inside, where Evans seems to be doing a meerkat impression while asking Mitchell if he fancies swapping a ropey '02 for an immaculate Dino; 'flag girl' Mann gets air as ne'er do wells cheer on the Jag

'AS A PARTING SHOT, WE ARE ALLOWED TO TRY THE TWISTY PERIMETER ROAD TEST TRACK'











From top: Mann enjoys the benefit of recently fitted Michelin XASs at Bicester while *'Major Upset'* Page looks for a way past old man in BMW; ex-Earl Howe Topolino captivated Walsh and Buckley; Glover takes them for a spin in Lambda; Getley with latest Bentley Speed Six saloon project; evocative former RAF base

Buckley and Walsh took great interest in Geoghegan's ex-Earl Howe Fiat Topolino, which is awaiting restoration. Dealers Robert Glover and James Mitchell of Pendine are also here. The latter navigates around it on his classic James motorcycle – a close second in terms of our favourite on-site transport to the oily-rag Ferguson tractor – while Historit makes use of one of the four hangars for its storage business.

Ewan Getley has been here since day one, his Kingsbury Racing firm having recently moved into a different building that perfectly houses the Bentleys currently being worked upon. In fact, each premises has an atmosphere and charisma of its own, from Glover's Power House – which featured in *The Imitation Game* – to Mitchell's Blast House and Edwards in The Main Stores.

It holds a personal interest for one of the *C&SC* team as well. Martin Port's Dad was stationed here in the late '60s when he returned

from service with the RAF in the Far East. Port Junior left with only one nagging regret – that he never got to see the air-raid shelter that the team has recently begun to open up.

As a parting shot, we are allowed to drive around the twisty section of perimeter road that serves as a test track. Walsh and Buckley hopped aboard Glover's Lancia, while Mann took the chance to try both MacLeman's MGB and Cauter's E-type, and Thorne jumped in the Healey.

That done, it was time to head down to Kop Hill. Rather than suffer the A41 roadworks, Walsh suggested that we cut across towards Thame and then on to Princes Risborough. The old hillclimb itself lies just to the south-east of town, and is easy to find. We lined up on the start-finish area, and tucked into lunch while watching red kites circle overhead.

Once ranked alongside Shelsley Walsh and Aston Clinton as one of the most prestigious hillclimbs in the UK, Kop Hill is also remembered as the place where Francis Giveen crashed his Bugatti into the crowd in 1925. His accident fortunately caused no fatalities, but contributed to the ban on holding motorsport events on public roads. Now, a popular revival meeting has brought machinery from that era and beyond back to the Buckinghamshire venue.









In a modern single-seater, the layout would be extremely fast. From the start, it curves gently left and starts to rise. There is a straighter section halfway up that levels out slightly, but the steepest part is through the right-hand kinks near the top. That gradient is what constitutes most of the challenge in a vintage car.

Mann took care of the flamboyant starting duties so that Cauter could perform a run up the hill, and we reconvened at the top – which is now difficult to compare to period photographs due to the growth of surrounding trees. From there, we could chart a course to Aston Clinton, which is only 10 miles or so north-west of Kop Hill. Most of us set off, but soon there was a phonecall from photographer Baker, informing us that Buckley's Range Rover had failed to proceed.

There was no point in all of us turning around and Port was clearly going to be the most useful, so he headed back to see if he could get it going. Buckley reckoned that the points had closed up; Port found more than that: "The opposing faces of the points had become dramatically offset, the arm that ran onto the distributor lobe had worn to such an extent that it wouldn't make contact, and the base-plate in the distributor itself was spinning around like a fairground ride."

He did, however, manage to reposition the points and get the thing started again, at which juncture Buckley set off – in his usual style – for a maximum-attack, 6000rpm test drive.

The rest of us, meanwhile, had made our way to Aston Clinton. We discreetly parked in the golf club that's near the beginning of the old course, which runs south from Upper Icknield Way – Thorne marvelling at my ability to somehow include golf on the itinerary, and Cauter pointing out every Jag within a quarter of a mile. Evans and Walsh set off to try to find the small monument that records this site's significance to the Aston Martin story – the success that Lionel Martin enjoyed here inspired him to incorporate it into the name of his new marque – spotting it only on a return run back down the hill.





From top: everyone fell in love with oily-rag Fergie; Landie made an excellent impromptu picnic table; lesser-spotted MG in red kite twitchers' territory; rendezvous at Bicester, where Landie looks as if it belongs; Walsh plans route to Hungerford; frustrated 'biker MacLeman fancies a go on Mitchell's James

The memorial is almost hidden near the old finish line, set back from the road in a car park. We all decamped up there, the course again being notable for having gradient as its main challenge rather than tricky corners. That done, we filed back to Kop Hill to find a Range Range that was running but not too healthy, and charted various courses to our overnight stop at Hungerford.

I say 'various' – that wasn't the intention but we almost immediately went our separate ways. Port, Evans (after a quick u-turn) and I took the favoured cross-country option, Mann and Walsh a variation on that theme, while Cauter, Thorne and MacLeman made the mistake of following Gaynor's satnav. That rookie error led them on to the westbound M4 on a Friday evening.

Once I'd led our splinter group out of Princes Risborough and to Wallingford, Port took over.



'KOP HILL ONCE RANKED ALONGSIDE SHELSLEY AS ONE OF THE MOST PRESTIGIOUS CLIMBS'







Clockwise, from above: Walsh leads MacLeman on spirited charge up Kop Hill; sports cars (splinter group two) enjoyed a twilight run from Wantage; Buckley is deeply unimpressed with expired Range Rover, but Port comes to the rescue (again); MacLeman roars past old hill finish; origin of the (Aston) species



He used to work around here and knew the best back-roads to avoid the traffic. From Streatley, we cut across to Aldworth and Hampstead Norreys before heading down to Donnington and picking up the A4. With the sun setting, it was a fantastic run, and Walsh and Mann were having a similarly exhilarating drive down from Wantage, further to the west.

We all met up at the Three Swans in Hungerford, most of us talking about a great drive across country as the sun set. There was less waxing lyrical from those who'd endured the M4.

With steak, cheesecake, wine, beer and whisky consumed, Mann's competitive streak emerged as he opened up the Great 2015 Beer Mat Flipping Contest. He managed 10, as did Port and I. Thorne scoffed at that, only to scatter them all over the floor with his attempt. Mann and I got up to 20, but Port was the clear champion, flipping and catching 28. We then called it a night.









Clockwise, from left: Three Swans Hotel, Hungerford, framed by Healey; Alfa and BMW flank 280 – the last Capri ever made – with a posse of Landies to rear; amazing Thatcham variety included Wolseley 12/48 alongside Fiat Neckar Weinsberg; lovely Riley Sprite that Peter Ellison has owned for 56 years

Everyone was up bright and early the following morning for the 12-mile jaunt along the A4 to the Thatcham Classic. Port organises the excellent annual car show on Dunstan Green, so he'd left at 7am (having been told, incorrectly as it turned out, that he'd be able to have breakfast before he left) and the rest of us met him there. MacLeman had double-booked himself for the Saturday, so he'd had to return to London, but otherwise we were still at full strength.

When the Thatcham Classic started in 2006, organisers were given 12 spaces in a car park. Three times that many turned up, and attendance has grown significantly ever since. By the time the show officially opened at 10am, most of the field had been filled and Port was working out where to put anyone else who arrived.

In all, about 250 vehicles were there, spanning 80 years of motoring history. Pre-war machinery shared the field with modern classics. In fact, when Evans stopped for fuel in Newbury, a mint Sierra Cosworth had pulled onto the forecourt. Duncan and Teresa Tough were also *en route* to Thatcham, and had twice owned the Moonstone Blue example. "We purchased it from the first owner when it was 10 years old," said Duncan, "but I sold it about a year later when I set up my business. We subsequently bought it back from the people we sold it to about five years ago!"

Then there was the '65 Land-Rover Series IIA that Andrew and Tiffany Jewitt had driven from Devizes, Wiltshire – Tiffany's grandfather had bought it new. And Peter Ellison brought the wonderful 1936 Riley Sprite that he purchased as his first car in '59. On the trailer behind it was his first motorcycle, an Indian.

There were commercial vehicles, pre-war Rolls-Royces, rare Lancias, American muscle cars, 1950s British saloons, road-legal dragsters, '80s hot hatches – all sorts. Gradually, they drifted away and, having selected the Lancia Flaminia and Flavia of Mick and Linda Oxberry as joint Cars of Show, we did likewise. There were various mechanical maladies to attend to on some of the cars – my MG and Evans' BMW weren't running at 100% – but nothing terminal. Even the Range Rover had made it, thanks to Port's fettling and Buckley's refusal to give up.

Thoughts soon turned to 2016 plans, and the potential for a cross-Channel excursion, but this had been another memorable Poor Boys. Port summed it up best: "Great weather, good roads, kindred spirits and some brilliant locations – all in some wonderful old motors that did what was asked of them – and ending up in a field of people sharing the same passion. Doesn't get much better than that, does it?"

Thanks to *Dan and Tiggy at Bicester Heritage: http://bicesterheritage.co.uk*

Michelotti's forgotten masterpiece



There isn't a line wrong on the perfectly proportioned roadster. Right: Goldman (in driving seat) with Dick Lyeth (hand on head), who helped to engineer the car



Paul Hardiman discovers the back story behind the Goldmanini – a gorgeous Italian-American one-off built by Motto of Turin

PHOTOGRAPHY **TONY BAKER**
ARCHIVE **KARL LUDVIGSEN/GUY BERRYMAN**

Appearances are deceptive. This lithe, liquiform beauty might just be the perfect sports car, its exquisite shape taking you on a grand tour of the best of Italian coachbuilding. But only a tiny constructor's badge gives a hint as to what it might be. Lancia? There's a touch of D24 about the front. No. Cisitalia? Almost. From the rear there's even a light dusting of Porsche 550 Spyder, but it came from Turin. Viewed alone, there are no clues to its size. It looks tiny, although it's actually about as big as an MGA, its extreme limbo accentuating the width. You think you've seen it before but that's master craftsman Motto's art at work, because this sublime roadster is the only one in the world. And you can join the dots from this delicate beauty back to the MG Midget: not the open-top A35, but the T-series of the 1930s.

Though Abingdon's sports car had been gratefully received after WW2, pretty soon American racers realised that its square-rigged profile was hampering top speed – even when propelled by Ford V8s – and that better aerodynamics would help. So one enterprising hotshoe had a sleek all-enveloping body devised by Carrozzeria Motto in Turin. The first one was built on a TD frame, but that was deemed too heavy and agricultural, even with its independent front end, so a better chassis was commissioned from GilCo – Gilberto Colombo. Two more cars were made, and bodied the same way. That left a third chassis, which ended up as the car here. It's based, in finest etceterini tradition, on Fiat 1100 mechanicals, with Motto coachwork styled by Michelotti.

Its history isn't quite that simple, though, as its owner, Coldplay member Guy Berryman, has found out during his exhaustive research. Originally it was slated to have a Fiat 8V 'Otto Vu' engine, but the car ended up with a tuned 1100S motor, which made it suitable for Sports Car Club of America (SCCA) Class G racing.

It raced only once, and was then put away for 40 years, not long after appearing at the Henry Ford Museum's 1956 Sports Cars in Review exhibition – an annual showcase of the world's latest and most exotic machinery.

Berryman acquired it in 2013, and takes up the story: "In 1953, three special-bodied TDs were built. MG racer Dave Ash was convinced that



From top: sweet *barchetta* has hints of Lancia D24; Carrozzeria Motto badge; rare 36DO2M Webers are shared only with Alfa 6C-2500; half of boot is filled by '53 Beetle tank

the mechanical components of the TD could be competitive if given a light and aerodynamic body. Carrozzeria Motto in Turin was enlisted to reshell the MGs because it was the known master of creating lightweight aluminium coachwork for sports cars. Two of these TDs were built on a tubular frame designed and produced by GilCo, a specialist in race-car chassis fabrication. The Motto-MGs proved to be very successful in SCCA race meetings and caught the attention of Paul Farago when they beat his Siata."

He adds: "Farago was an Italian living in Detroit. He was a mechanic, racer and car builder who later became an engineer for Chrysler. Inspired by the Motto-MGs, Farago instructed Carrozzeria Motto to make a similar *barchetta* on the same GilCo 'diamond' frame that was designed for the MGs. It was styled by the prolific Giovanni Michelotti, but by the time that the body and chassis had arrived in the US, Farago's commitments with Chrysler left him little time to build the specials that he had become well known for. So the Motto-bodied project was passed on to fellow SCCA racer Max Goldman, who took charge of assembling the car."

Berryman has talked to Goldman's son, also called Max, who says that a tremendous amount of time went into constructing the car in their workshop in Ann Arbor, Michigan. Starting in mid-1954, it was created over 12 months or so with the help of notable engineers John Camden (GM, Camden Superchargers) and Richard Lyeth (Lyeth Engineering, Hi-Tork Differential). It was painted India Ivory from Chevrolet's 1954 colour palette. John Camden recalls that the motor built for the car by Paul Farago was "an 1100 Simca 'four' with a modified cylinder head, special Winfield camshaft and dual side-draught Weber carburettors with tubular intake manifold" and that it was "a hot little number".

Farago had already proved himself to be an expert with tuned Fiat-based engines that were measured to produce more than 100bhp per litre, which was a remarkable achievement at the time for a normally aspirated motor.

"Farago intended to fit a Fiat 2-litre because he had owned 8V Ghias and the Supersonic," says Berryman, "but 8V engines were not easy to come by and, by the time the car arrived in the US, he offered Goldman a race-tuned 1100 unit. One of the conversations we had when restoring it was whether we should be using an 8V as originally intended. If I'd been earlier I could have had the 8V it was meant to have, but that engine has now gone back into the car it belongs in."

Goldman was eager to drive his new Motto-bodied spider and entered it for an SCCA race at Watkins Glen in September 1955.

"John Camden remembers helping to set the car up with Max at a private track at Waterford Hill before the meeting," explains Berryman, "but the Watkins Glen entry is recorded as a 'Did Not Arrive' – presumably because the car was not fully race-prepared."

Towards the end of 1955, Goldman agreed with Frank Davis, the Curator of Mechanical Arts at the Henry Ford Museum, that the spider would be displayed in the museum's 1956 Sports Cars in Review exhibition. On 13 January, it appeared for three weeks alongside a Mercer

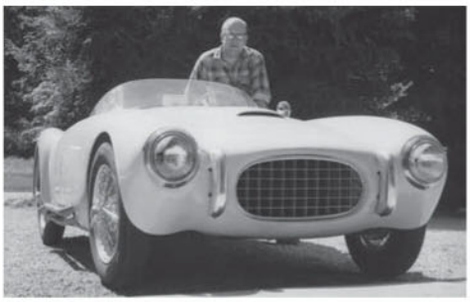


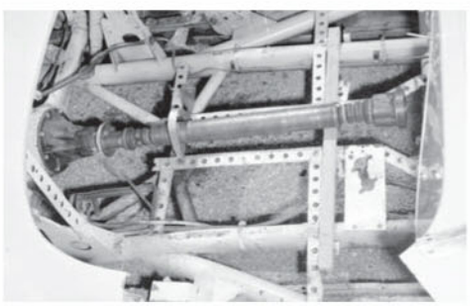












From top: simple bucket seats and Nardi wood-rim wheel in sparse cabin, with gorgeous Sun rev counter straight ahead; all three Motto MGs, competing in period; Max Goldman with the Goldmanini; Motto diamond chassis uses Fiat 1100 running gear, *de rigueur* for an etceterini

Raceabout, Jaguar D-type, Mercedes Gullwing, Lancia B24 Spider, Ferrari 250 Europa and the sensational Ferrari 250GT Berlinetta Speciale: "Max showed a certain sense of humour by naming his Motto spider the Goldmanini, perhaps hoping to convince the general public that the car was an entirely Italian creation."

By the summer of 1956, Goldman had decided to sell the *barchetta*, because he had purchased the John Bentley ex-Sebring Abarth Boano 207A 1100 Spider, which was likely to have been more of a front-runner. His Goldmanini was bought by John Camden's old school friend and Pontiac employee, Dan Hosler, who had seen it in the Sports Cars in Review show. He drove the spider to Flint for a time-trials session and once to Owosso Speedway for a race that was to be its first and last competitive event.

Writer and historian Karl Ludvigsen visited the car at about this time. He was spending that summer working for GM in Detroit and took an interest in any auto activities going on around town. He took a series of photos showing the car's construction, and these helped massively to get the details exactly right during restoration.

After the Goldmanini had languished in Dan Hosler's garage for almost 10 years, in mid-'65 he advertised it for sale in *Road & Track* magazine. It was bought by a man from Ohio and taken away on a trailer, but was never paid for so Hosler had to go and retrieve it. He continued to correspond with potential buyers, retaining copies that have provided a valuable source of the spider's history, and it was eventually purchased by Peter Zobian in 1973.

Zobian paid $450 for the car and trailered it, part-disassembled, to his home in Ann Arbor – where it stayed until it was bought by Berryman.

As Berryman recalls: "I'd been talking to Peter about another car and he sent an old picture of it on his driveway – and behind that I saw this very interesting *barchetta* and thought: 'What's that?' He replied: 'That's my Motto-bodied spider. I've had it 40 years and I'm going to be buried in it.' And then, later, I got the call…"

Berryman snapped it up. He's passionate about his cars and is a proper petrolhead, having started playing with his dad's MGB at home in Kirkcaldy as a lad, but admits that he only has "chunks" of time to devote to his classics, the day job taking him away for long periods.

Thornley Kelham became involved when founders Simon Thornley and Wayne Kelham stumbled across the Goldmanini in storage and Kelham "fell in love with it".

"We didn't have the time to do it here [at his Gloucestershire home, where he maintains an impressive workshop]," says Berryman, "and we

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From top: rorty tuned motor, with Sun tacho control box on scuttle; sweet-handling chassis; neat mirror; period-style handbrake was crafted by restorer Thornley Kelham







wanted to get things moving. Because Wayne had been so enthusiastic, we sent it to them."

The shell was in pretty good shape, as Berryman points out: "It had covered only about 60 miles, so the body was just about perfect." But it never had a handbrake, which the TK men had to engineer: "By that time, I'd already spent two years researching the car, getting pictures from Max Goldman's son, so, when we came to rebuild it, we knew every detail. I had to find a fuel tank from a '53 VW Beetle – not a '52 or a '54 – but the Webers came with the car. The only other model that uses them – and I know this because I have one – is the Alfa 6C-2500."

With the original front bumpers left off for now, there's a hint of D24 about the nose, but the spider is similar in shape to other Motto-built cars of the period, such as the Siata 208S. It's clearly related to – though much more shapely than – the slabby Motto MGs.

Says Berryman: "Goldman had the front over-riders fitted upon completion, but he must have removed them for the car's display at Sports Cars in Review. I felt for its appearance at Salon Privé that it would be nice to follow suit. The original Motto-crafted over-riders are still present and I may decide to refit them at some point."

Under that beautiful skin is Fiat 1100 front suspension that looks like a Morris Minor set-up executed by elegant Italians, and a simple leaf-sprung rear. There are classic '50s sports-racer cues everywhere: all-synchro 'box, finned ally sump, 7000rpm Sun rev counter with control unit on the engine side of the bulkhead, plus tiny Porsche Speedster-style bucket seats. But this car is so low that it's easier to look over or around the Perspex 'screen rather than through it. There are stainless-steel scoops under the back of the sills, though it's unclear whether they're intended for brake cooling or wheel spray deflection.

Being basically Fiat 1100, it is remarkably untemperamental to drive. There's no ignition switch so you just turn on the power via the battery cut-off in front of the passenger seat, then prod the starter button. The chassis is superbly balanced and the steering a little stiff, but when we drove the car it was fresh from the concours with hardly any miles on it. The brakes are firm and powerful, too, the vented Fiat drums being perfectly adequate for the flyweight they have to arrest. None of the gauges work, except for oil pressure (and if you're going to have only one…), but they will, including that fabulous Sun tacho.

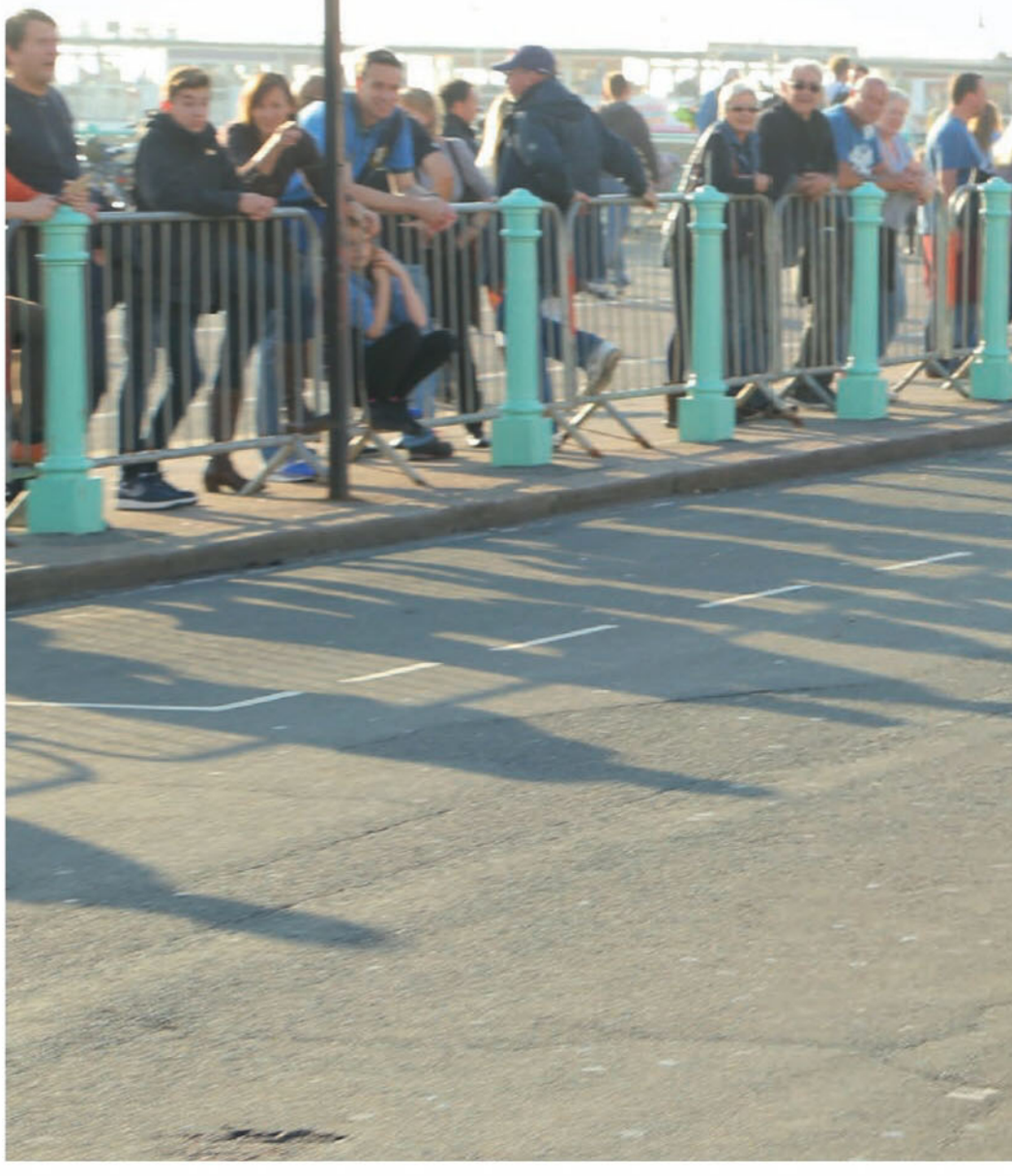
The tuned Simca (née Fiat) 1100S motor is, however, incredibly raucous – think Mini Cooper *sans* even an exhaust manifold – thanks to the tips of the twin sidepipes being only 6ft from the exhaust valves, with nothing but nature in between. Still, Mercedes 300SLRs are the same and we forgive them. A solution may be devised, but for now those and the very short gearing keep trips short. A taller diff has been found, and that should make actually going places in it a more relaxing proposition.

And, though it landed the award for Most Sensitive Restoration at Salon Privé last summer, driving it is the plan. Berryman fancies taking the car touring in Italy – where it came from, after all: "It would be nice for Franco, Rocco Motto's son, to see it."

‘WE TURN ON TO MADEIRA DRIVE TO ROUSING CHEERS’

While Brighton Run novice **James Page** concentrates on trying to complete the historic event, **Mick Walsh** meets some of the other competitors and their amazing machines

PHOTOGRAPHY **C&SC/VAUXHALL/SUSSEX SPORT PHOTOGRAPHY**



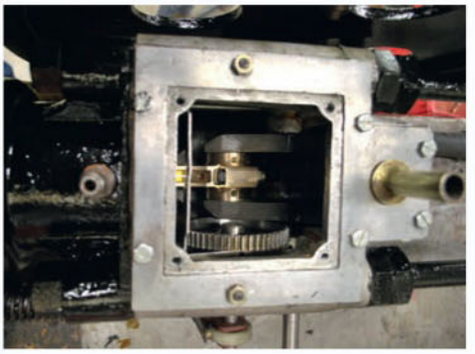
The entire experience could so easily have lasted only a few yards, ending with two innocent bystanders being mown down by an out-of-control veteran car. As it turned out, the gap between the pair of enthusiasts happily walking around the Crawley lunch halt was a few inches – at most – wider than our Vauxhall and we made it through. After a moment of panic, I remembered what the various levers and pedals did, then settled down and set a course for Brighton. They, on the other hand, are probably still sleeping with the lights on.

Such moments are perhaps to be expected when two complete novices take on the famous 60-mile pilgrimage. It had all seemed like such a lark back in February, when I’d said to Vauxhall’s Simon Hucknall that I’d never done the Bonhams London to Brighton Veteran Car Run, and that it was an abiding ambition. We were standing by the Heritage Centre’s 1903 and 1904 machines at the time, and plans were immediately put in place for us to take part. Both cars are entered each year; we would be on the later one.

Our ‘plans’ amounted to keeping in touch through the summer and then, on the Monday before the Run, deciding that we should at least see whether we could actually drive the thing. That seemed sensible, so we put ourselves in the hands of Andy Boddy and Terry Forder for a bit of tuition in Luton. At first, we would be limiting ourselves to circuits of the car park.

Starting a veteran is not the work of a moment. First – in the case of our Vauxhall, at least – you turn on the fuel tap, which is underneath the seats. Then, you remove the floor panel and prime the carburettor. That done, you need to check that the advance/retard control (a rod that the driver can raise and lower) is completely down, then you hold the inlet valve open with one hand while cranking the engine with the other.

We’re not finished yet. Now you release the valve, flick on the ignition via a switch by the driver’s feet, and it should start on the crank. Simple.





Clockwise, from below: Page and Hucknall arrive on Madeira Drive; the 1903 car's engine on the workbench at Luton; Boddy demonstrates the starting process a few days before the Run

With that procedure complete, you climb aboard. The tiller folds down over your lap and offers super-direct steering. Your left hand controls that, while your right hand is kept busy with the throttle-cum-gear selector. This small knob can be twisted to accelerate, then pushed through 90° to engage second gear. First is operated by means of a pedal on the floor.

So, the sequence of events goes something like this: release the handbrake and dial in a few revs on the throttle. Press the pedal to engage first and set off at a pace that, while modest, will catch you completely unawares. Attempt to steer with the tiller and clumsily input too much 'lock'. Release first gear, wait a moment, then push the 'gearlever' forwards to engage second. Realise that you've gathered quite a lot of momentum, go for the brakes, then have a moment of mental gymnastics as your brain tells you that it's the pedal on the right, *not* the one for first gear on the left. To anyone who has ever driven a 'normal' car, there is nothing intuitive about any of it.

After 20 minutes of that, plus a short run on the public road, Simon and I take stock of the situation, reflect on the fact that we haven't demolished ourselves, the Vauxhall or anyone else, and declare that we are as ready as we're ever going to be.

Andy and Terry, meanwhile, turn their attention to the '03 car. A new crankshaft and conrod needed to be fabricated by Phoenix in Slough, and that was keeping them plenty busy enough before they discovered a crack in the flywheel – and that the tiny aluminium crankcase was bowed.

Unbelievably, they unearthed in the Luton stores not only a replacement flywheel, but also a crankcase that was only five build numbers away from the original 1903 unit. They now have a race against time to get it all assembled.

'WE REFLECT ON THE FACT THAT WE HAVEN'T DEMOLISHED THE CAR OR ANYONE ELSE'

Our next rendezvous is a briefing for novices on the Saturday before the Run. This takes place in the splendid surroundings of the Royal Automobile Club's Pall Mall clubhouse, and consists of affable Clerk of the Course Neil Carr-Jones explaining how the whole thing works. As you would expect of an event with such a long history, the logistics have been finely honed.

A short series of Emancipation Runs – celebrating the raising of the speed limit from 4mph to 14mph – was held between 1896 and 1902, and the idea was revived in 1927. The Royal Automobile Club has been running it since 1930, and it is open to three- or four-wheelers built before 1 January 1905.

There is staggering diversity among the 500 or so entrants that it now attracts. Everyone unloads their car (if they haven't driven it to Hyde Park) on North Carriage Drive, and is then marshalled to a particular zone alongside the Serpentine. In the misty dawn light, it's a magical sight, with steam- and electric-powered machines joining those with single-, twin- and four-cylinder variations on internal combustion.

We've agreed that Simon will drive from Hyde Park to Crawley, then I'll take over and









NICK GREWAL
1904 Cadillac



American historic racer Grewal is particularly enthusiastic about the Run.

"I love all types of motorsport, and having seen the event on the TV news as a youngster, it was a box I had to tick," says Grewal. "I found this Cadillac in Manchester. It's now completed four runs and is fantastic – 30mph feels like 200! When we reach a corner, I get the passengers to lean into the apex. It has only two gears and a hand throttle but no clutch. Starting off is a struggle because you select first by just pushing down on a floor pedal – it'll really jump away if you're not careful. Second is engaged by pushing forward a separate lever. The engine is a 1600cc 'single' but the huge flywheel smooths everything out."

Inviting friends to join him on the run is a key part of the appeal for Grewal: "We start four-up but last year finished with six after picking up friends who'd broken down *en route*. The atmosphere is great but I also love the VCC's Creepy Crawly Run, which doesn't have the challenge of busy traffic."

From top: Vauxhall is unloaded from its trailer in London; tiller (in raised position) and combined throttle/gearlever are unnerving at first; the intrepid duo ready for the off – note how you sit on rather than in a veteran; evocative dawn line-up











Clockwise, from above: Nick Mason sets off from London aboard his 1901 Panhard; cars pass beneath Wellington Arch; among modern traffic at Parliament Square, with Palace of Westminster shrouded in mist; joining the queue at the startline; Oldsmobile Curved Dash at speed in Hyde Park

hopefully deliver us to Brighton. After a moment of anxiety when our mount initially refuses to start, we're on our way, passing beneath the Wellington Arch and motoring down Constitution Hill. Buckingham Palace is mostly obscured by the mist, but we press on down The Mall, turn right past Horse Guards Parade and join the traffic in Parliament Square.

It's an intense few minutes and a fresh way to see such famous landmarks, but it doesn't take long for London's congestion to ensnare us – even early on a Sunday morning. The route takes us down Kennington Road and on into Brixton, passing within a few hundred yards of where this car would have been built, and road-works aren't helping matters. Sitting in a traffic jam with other veterans is an odd experience, and serves to bring us down to earth.

At the top of Brixton Hill, the inevitable happens and steam begins to appear. We push the car out of the way of other motorists and check the (unpressurised) water level. It hasn't lost much but in the course of our labours I misplace the nut that holds down the 'bonnet'. With tongue firmly in cheek, Boddy later tells me off, claiming: "It was from 1904, that…"

After 20 minutes, everything has cooled down and we rejoin the crawl through Streatham. With his section taking in most of the urban roads, Simon has definitely drawn the short straw in terms of the quality of driving experience. While he keeps us out of the firing line of buses and Transits, all I have to do is top up the oil level on the total-loss lubrication system.

The last major hold-up is around Coulsdon,

MATT ROBERTS
1898 Marot Gardon



Trikes were among the fastest road transport of the late 19th century, as proven by Matt Roberts, who was in the earliest batch of starters from Hyde Park. "I had a fantastic ride this year with no problems. The only drama was a broken ignition switch that was damaged while trailering here," said the 27-year old, who has been a Brighton Run regular on various trikes since he passed his driving test. "With eight controls, the Marot's a busy experience. It has a brake only on the transmission and you have to watch for oil and grease leaking onto it.

"The bonus of a trike is that it's eligible for the Pioneer Run and Nick Pellett's De Dion Club events, which are great fun. The design is similar to the De Dion but the Marot Gardon is sportier with lighter construction. With a 211cc 'single', it'll outperform much bigger machines. We also have an '01 vis-à-vis De Dion that's been in the family since new."

but eventually we get beyond that, through Redhill and out into the Sussex countryside. It's taken us well over four hours to reach this point and, just as Simon is beginning to get into a rhythm, we arrive at the Crawley change-over.

We top up the car with fuel, and ourselves with tea and pastries, then compare notes with some other crews. Andrew Ferguson and Jack Meredith are on their first run in the latter's 1902 Curved-Dash Oldsmobile, which has been suffering from clutch-slip. 'Ferg' busily tries to effect a repair with vigorous cleaning of the drive plates and the ingenious use of cable-ties as temporary shims.

This sort of problem-solving is a recurring theme. On many occasions, we pass a vehicle by the side of the road, but the finishing rate is generally about 80%. It has to be something pretty terminal to stop these folk getting to Brighton.

Having narrowly avoided running over anybody on the way out of the halt, I steer us through the centre of Crawley, where huge crowds line the route and Simon takes over waving duties. We are soon on to quieter, leafy roads, the exertions of south London feeling pleasingly distant.

The single-cylinder Vauxhall potters along at 25mph given a run-up and a flat stretch of tarmac, but it's very sensitive to gradient. Even the slightest slope kills its momentum, and anything approaching an actual incline means that you simply have to accept using first gear and proceed at walking pace. Fortunately, on the most severe hills, the organisers install a one-way system: veterans stick on the correct side of the road; moderns use the wrong side as an overtaking lane.

Going downhill, it feels positively fast, thanks in no small part to the sensation being amplified by the high driving position, hyper-sensitive tiller, tiring bump-steer and lack of a windscreen.

'JUST AS SIMON IS BEGINNING TO GET INTO A RHYTHM, WE ARRIVE AT THE CHANGE-OVER'

Incredibly, the brakes don't feel like a complete waste of time. The foot pedal works reasonably well on its own, and gives an even more convincing amount of retardation when combined with the handbrake to your right.

Aside from the short opening section from Hyde Park to the other side of Westminster Bridge, the 15 or 20 miles between Crawley and the outskirts of Brighton are by far the most enjoyable. Classic-car clubs from Panhard and Messerschmitt to Lotus and Morgan line the route, as do locals who set themselves up in their chairs with a hot drink and watch the cavalcade putt-putt-putt its way past.

Just as we're thinking how agreeable it all is, the route rejoins the main A23 just north of Brighton. I don't know whether you've ever tried easing your way on to a modern three-lane carriageway at 25mph in a completely open 111-year-old car, but I'd recommend it if you think that modern life has become too sanitised. Luckily, Chris Smith has found us in one of the support vehicles, and acts as a tail-gunner as we motor towards Brighton.

For the first time, the sun breaks through the mist and the end is within sight. Tantalisingly so, for the hold-ups on the last mile or two through





From above: surreal sight as veterans join the throng in south London's traffic jams; the Vauxhall boiled over a few miles later, at the top of Brixton Hill, but soon cooled enough for our duo to carry on; Hucknall tops up with fuel at the Crawley lunch halt; Brighton or bust – signs keep entrants on track

NICK HOWELL

1902 Toledo



Few were more jubilant to reach Brighton than Cornish fisherman Nick Howell and his brother Chris with their Toledo steamer. "It's our fourth attempt and first finish, so it was great to break the jinx," says Howell, who reached Madeira Drive at 3:40pm. "The GPS recorded 20mph at times and you're hanging onto the tiller for dear life. It whistles along and, thanks to the torque, hills are easy. We had a few issues with the safety valve, plus the pilot light gumming due to modern fuel. With steamers, you have to be technically minded and enjoy tinkering to keep going."

The Toledo is Howell's first veteran, and he bought it unseen from a farm sale in Tawas City, Michigan: "It's a special long-wheelbase model, which we discovered was the first car to reach the Grand Canyon. In 2014, we retraced the route from Flagstaff, Arizona. It was fantastic to reach the spot where the photographs were taken in 1902."





the city rival those found in London. We edge our way through endless traffic lights, pausing to let the car cool down after it boils over for a second time, eventually turning on to Madeira Drive to rousing cheers from the assembled crowd.

The 60 miles have taken the best part of seven hours, and our emotions are a combination of relief, exhaustion, happiness, pride, and surprise that we've made it in one piece. Actually, it's mostly relief and exhaustion. Plus a little sadness, because Boddy and Denis Chick got only as far as Crawley. They decided to retire the sister car there due to a gradual loss of power. It was scant reward for the long nights that Boddy and Forder had put in ahead of the event although, considering the problems they'd had to overcome, getting that far was an achievement in itself.

As we tuck in to the chilli and mulled wine at the finish, we reflect that we have at least picked a good year in terms of the weather. Alongside us is Land Speed Record holder Andy Green, who has competed in the past when such has emphatically not been the case. "When it's pouring with rain," he says, "you soon come to realise that the greatest motoring invention of the past 100-plus years isn't independent suspension, the synchromesh gearbox or disc brakes – it's the windscreen."

Simon and I have taken part as novices, but we meet many folk who have been coming back for 20, 30, 40 years or more. They rode alongside their parents as kids, and now drive the same cars down to Brighton themselves. Rain, wind, sleet or sun, they return time after time to complete this symbolic journey, and they have my undying respect.

Thanks to *Simon Hucknall and everybody at Vauxhall Heritage; the Royal Automobile Club*



Exhausted and still gently vibrating after nearly seven hours on top of a single-cylinder engine, Page and Hucknall bask in the Brighton sunshine











Clockwise, from left: Jochen Mass chats with penny-farthing rider before the off; mulled wine and chilli greet those who reach the finish; the final traffic jam – waiting to cross the line; jazz band at Crawley, where 1904 Century cools down

QUIRINA LOUWMAN
1904 Darracq



The most famous car on the run was the Darracq from Harry Cornelius' wonderful 1953 comedy classic, *Genevieve*. Sitting where John Gregson and Dinah Sheridan had starred were event regulars Quirina Louwman and partner James Wood, as well as three-year-old Freddy and one-year-old Clemmie.

"Freddy has started the run every year," says Quirina, "including when I was pregnant. This time, he made a real fuss about being taken off after the start. It won't be long before he demands to go the whole distance. This is my 25th run, and 15th on Genevieve. I still enjoy it. Every year is different and the mist until we reached the top of the Downs gave it real character. Thanks to the torquey engine, Genevieve drives well and is good for 40mph in third. People love to see the car: there's a disabled boy called Matthew who greets us each year, and an Australian who sat in her back in 1957 and travels to see her."

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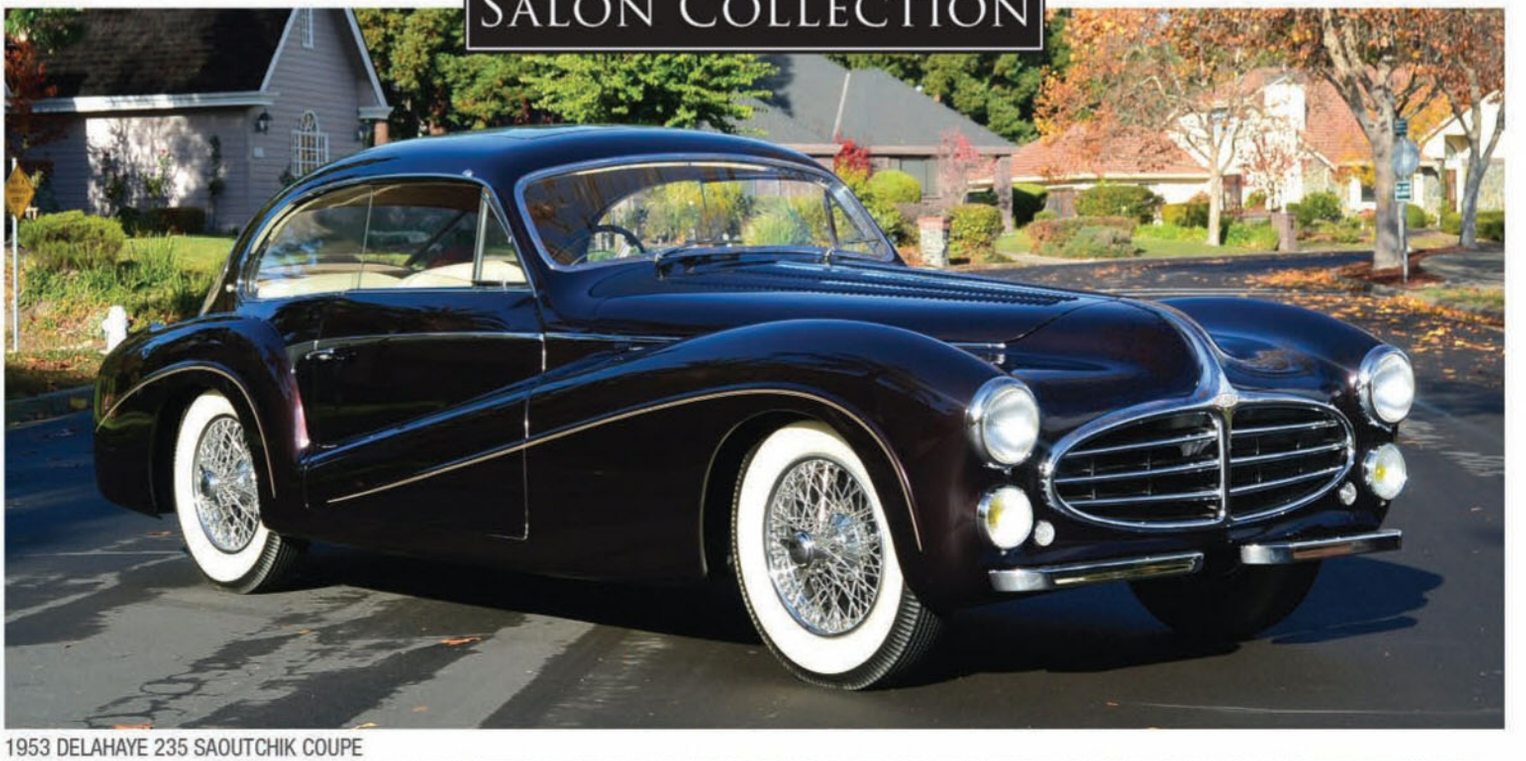
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1971-2016 45th ANNIVERSARY

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FEATURED BLUE CHIP VEHICLES

SALON COLLECTION



1950 FERRARI 190S

This early Ferrari is particularly well-suited for rallies and driving events. Comes with a complete report compiled by Marcel Massini that includes ownership history and copies of the original Ferrari build sheets.



1934 ROLLS-ROYCE PHANTOM II CONTINENTAL KELLNER THREE-POSITION CABRIOLET

A happy marriage of one of the most desirable chassis of its day with the striking coachwork of one of France's most respected builders, Kellner. The low-mileage car came to the U.S. in 1956 and is a multiple concours award-winner.



LOT #1376 - 1939 MERCEDES-BENZ 540K CABRIOLET

5.4-liter straight-8 with 4-speed transmission and original frame, driveline and supercharger. Winner of multiple prestigious awards at events such as the 2008 Meadow Brook Concours d'Elegance, the 2009 Amelia Island Concours and the 2011 Amelia Island Concours.

Machine Mart
www.machinemart.co.uk



De Cadenet guns the 8C in Brooklands Trophy at Goodwood; the Alfa is definitely not a car for 'Promenade Percys'



Alfa Romeo 8C

Run by Alain de Cadenet
Total mileage c150,000
Owned since 1972
Miles since acquisition c65,000
Latest costs £374

MILANESE RACER STILL ENCHANTS

You have to remember that the major reason for buying an old car in the 1950s and '60s was simply a matter of being impecunious. Unless, that is, you really were a primitive collector. Initially, I'd fancied an SS100, not realising that they were driven by what my uncle Bertie called "Promenade Percys". Draw your own conclusions.

FLC 820 came my way 44 years ago in a part-exchange deal for a replica that I had of it. The late David Black had built a nice copy of FLC on a 1750 GTC chassis fitted with an 8C motor, gearbox and front axle. Not until I drove the real deal did I realise what the replica lacked – which is precisely what you have to do to tell the difference.

FLC is a very well 'settled' car in so many ways. Eighty-four years of pretty much continual use with the same springs, dampers and axles means that the old bird wallows nicely on her shackles and sits well on the road. The suspension has been shimmed up just twice in all that time and I'm still on only my third set of front brake linings.

I used to have 18in wire wheels as well as the standard 19in Rudge-Whitworth 60-spoke type. They should be 'triple laced' (one set of 20 spokes going to the inside of the rim, one set of 20 to the centre and one set to the outside) to produce the best look and balance. Most of my rims are steel but I do have a few early Dunlop aluminium ones, too.

The latter are rather tasty racing jobs that were made from an extrusion that was bent into shape on a round mandrel before having a patch riveted to both ends to make a wheel rim. They didn't quite have aluminium welding down pat in the 1930s, so fabrication had to do. You can tell the difference when you start heaving the car about.

I used to run FLC on Dunlop R1 tyres, which gave progressive feel near the limit. After racing in the wet on Blockleys, I now much prefer the feedback through the stiffer sidewalls – especially in the rain. I have a much better chance of staying on the road than I did on R1s.

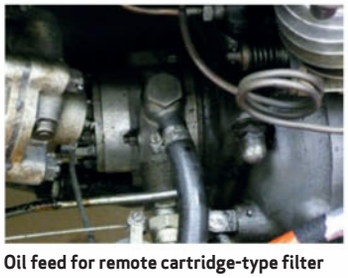
Just think what you've got underneath you in these older *bolides*. Four semi-elliptic springs, friction dampers, worm and cog steering, and rod-operated brakes. Vittorio Jano's genius is what conjures the whole lot together to



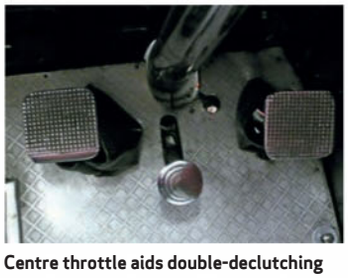
Alongside Neil Twyman's '31 Targa replica



Proud coachbuilder's crest on the flank



Oil feed for remote cartridge-type filter



Centre throttle aids double-declutching

produce the harmony that equates to high average speeds with relative safety. That is why I fit the best tyres I can find. I inflate them to around 34psi for road use and pump them up a bit more for the track.

Way back, I always used to put Castrol GP50 in the engine. A straight mineral oil such as that was best for such a primitive filtration system – early Alfas employed gauze strainers that left the particles in suspension in the oil. Some years ago, I put a remote cartridge filter on the scavenge side of the lubrication system and started running Duckhams 20w50. I got

'Eighty-four years of near-continual use means the old bird wallows nicely on her shackles and sits well'

plenty of the stuff for free, so it made sense. But at the last major rebuild, my motor guru thought it was time to retire the original hand-machined conrods with their split little-ends and poured-Babbitt bearing material – he favoured a Carrillo-style rod that required a shell insert bearing.

It seemed like a good moment to introduce another remote filter, but this time on the pressure side. I had to get a modified oil pump with larger rotors and a feed to the new unit and thence to the mains and rods. Filtering the oil as it flows both in and out of the engine gives the 20 main half shells and their 16 rod equivalents a good chance of staying clean for several years to come.

That oil pump came from Jim Stokes Workshops, as did much of whatever else was needed in the engine. Everything Jim produces for these cars is at least as good as Alfa did 80-plus years ago and, in most cases, is much better as a result of advances in metallurgy and precision machining.

I run standard valves and springs, plus cams that give me plenty of low-down grunt. But with larger valves, reworked cams and, most importantly, a new blower with better seals (giving 8-10lb boost), these motors can produce way more power and torque than they ever did. To be in with a chance on the track, you need all you can get.

But then you'll need to have a demon 'dog' 'box, too. With one of those, you'll be able to change gear with a flick of the wrist rather than waste time waltzing sliding pinions about and trying to synchronise your feet on the throttle.

With that centre throttle pedal, I brake late with my right foot (on the right pedal, obviously), and use my left to dip the clutch. Into neutral, dab the throttle with my left foot to get the revs up, then use the same foot to put the clutch down and drop the gear one cog at a time. Phew. Easier done than said.

FLC has recently been a bit of a movie star, and I hope to relate what happened in my next report.



Jensen Interceptor

Run by James Elliott
Total mileage 93,865
Owned since Dec 2006
Miles since November 2015 report c650
Latest costs nil

WORRIES RETURN AFTER ACE SHOW

My Jensen trip to Alexandra Palace, the spectacular backdrop that provided the lead shot for my previous running report, turned out to be just the start of a period in which I became very familiar with the North Circular and all its foibles (such as the now-infamous Neasden pinch). In the run up to – and indeed during – *C&SC*'s debut show at the London venue, the Interceptor was a godsend, trudging round the same route (at least) twice weekly for meetings, PR stunts *et al*.

In fact, it had a starring role in one of those stunts. When our friends at Influence wanted to do a teaser for the revealing of the Best British Car Ever, they asked if I would take my Jensen. The idea was that even under a cover you could tell it was British and classic, but it wouldn't resemble any of the 10 candidates that were actually up for the award.

The occasion allowed me the weird pleasure of driving the car around an otherwise deserted Ally Pally, then taking a picture of it all alone and looking abandoned in the halls. Soon after, the others arrived to do the real shot. It turned out to be quite sobering. James Mann lined up the Interceptor, Mark Docherty from Autoglym took out the beautifully soft cover… and then asked if I'd mind if he cleaned the car a bit. Yes, it was that grotty, with that many oily fingerprints over it that he wasn't prepared to put a cover on it. The shame.

As these A406 pilgrimages racked up, I became accustomed to calling in at the Ace Cafe for breakfast, lunch or whatever other meal the clock was nearest to. The Ace is one of those places that you are nostalgically obliged to visit whenever you are passing, and it was this that inspired me to suggest a 'drive-out' from there to the show. It broke the monotony of my trips, to be honest – a brilliant run down to the Goodwood Revival was by then just a distant memory – and MacLeman and I were joined by a small but perfectly formed troop of classics on the Saturday before taking up position in the reserved Grove car park.

During all this use – and trust me, repeatedly driving the North Circular isn't exactly classic friendly – the Jensen barely missed a beat. Sadly that proved to be short-lived once the show was over. Very short-lived, the first hint of my impending woes coming barely 18 hours after the event closed. I'd finally seen all the cars loaded and driven away, and went to fire up the Jensen. Uncharacteristically, it turned and turned before finally firing. Heart said flooding, head (and experience) said sparks. Here we go again…



Suspension may be simple, but works well



Triple-laced wires now shod with Blockleys



Keeping good company during the Revival



The Alfa is no show pony, as proven on '93 Louis Vuitton Singapore to Kuala Lumpur Run



And the winner is… not this British classic



Breakfast stop at the celebrated Ace Cafe



Classics line up in the autumn mist outside Alexandra Palace after North Circular convoy

Machine Mart
www.machinemart.co.uk



VW Beetle

Run by Martin Port
Owned since March 2011
Total mileage 86,645
Miles since September 2015 report 1471
Latest costs £62.50

A FRESH TICKET FOR BACK-UP BUG



Beetle upstaged in terms of power, size and noise by Plymouth at MoT station

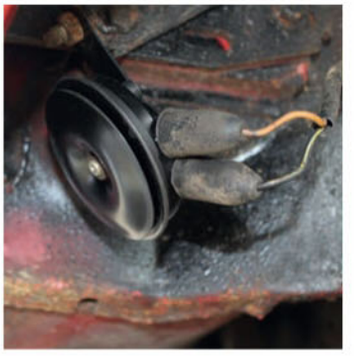
Sometimes I feel sorry for the Beetle. Mrs P certainly uses it when she fancies but, for the most part, I only end up grabbing the keys when something goes wrong with the Land-Rover. There's no reason for this, either – the VW is a good-looking classic, handles fairly well, goes better than you would expect of a 1300 and is therefore quicker, quieter and more economical than my lump of Brit metal.

True to form, when the Landie threw a wobbler barely half a mile from home one morning, I returned and swapped the keys over – safe in the knowledge that, once again, the flat-four would see me right. I guess there is possibly a reason for that. While the IIA has racked up 11,000 miles between MoT tests, when the Beetle's certificate was presented to me, it showed that the VW had barely done 4000, despite being used regularly. Maybe frequent, but limited use is the way forward?

Getting that ticket wasn't quite as straightforward as in the past, though. My usual quiet cockiness was questioned when Alan Fox at Orleans Garage rang up with the results of his examination – there were several things to attend to.

In true *C&SC* spirit, I wasn't left to address these issues on my own, James Page immediately joining me in the car park ready to lend a hand. The list had initially felt a bit daunting for a lunchtime fix: no handbrake at all on one side, no main or dipped beam on the offside (despite it working fine on the way to the test station), horn not functioning (ditto), and a flexi-hose rubbing on the steering arm.

Of course, I looked at the worst-case scenario for all of those – particularly the handbrake, because I suspected that one of the two cables had snapped, which would mean dismantling the rear hub (not the nicest of jobs). That turned out not to be the case, however. While Page examined the horn, I had the back of the car in the air and, having established that the cable was okay, simply adjusted the mechanism to good effect.



Faulty horn replaced by internet bargain



Flexi hose still serviceable



Adjusting steering box has resulted in a big improvement



Zero handbrake effort easily addressed

'In true *C&SC* spirit, I wasn't left to address these issues on my own, Page joining me in the car park to lend a hand'

On to the headlight. Having presumed that the halogen bulb had failed (and with no spare to hand), I was pleased to discover a loose spade in the connector block. A quick tweak and that, too, was sorted.

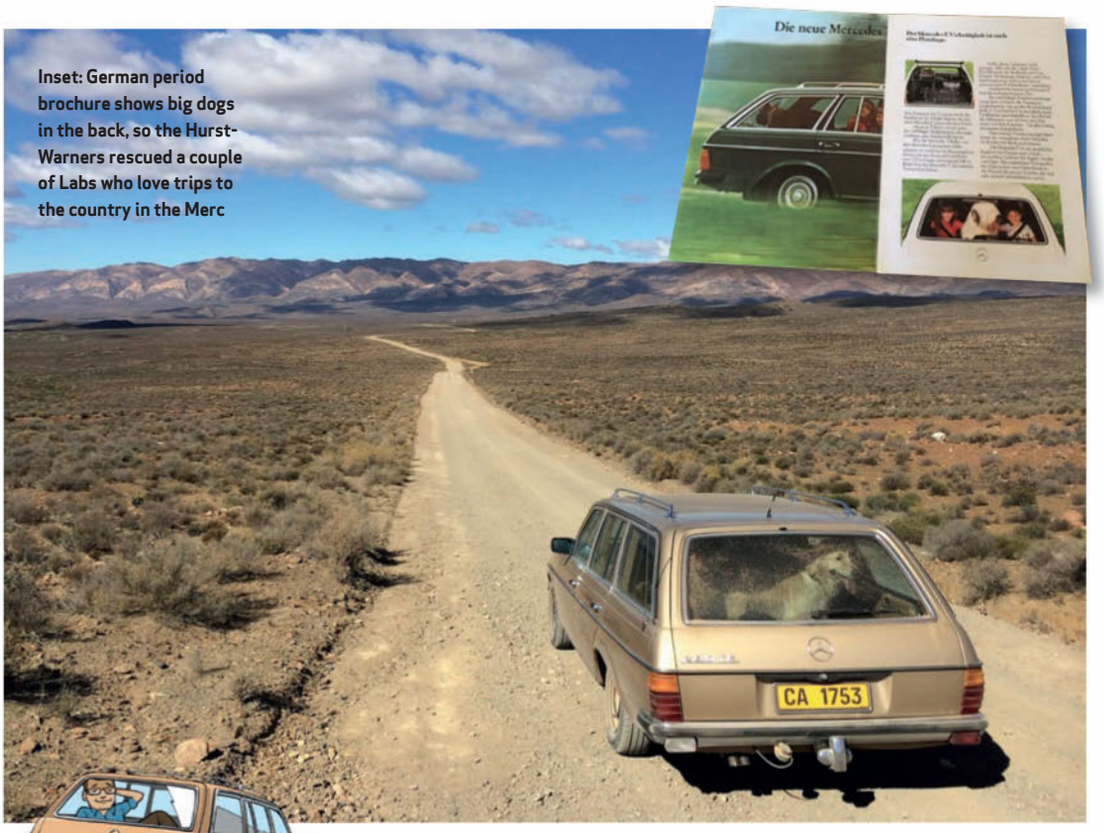
By that time, JP had established that the horn itself had given up on life and so we rather cheekily borrowed the one from Elliott's Triumph, which was resting in the workshop. I then went online and tracked down a permanent replacement for a few pounds.

That left just the brake hose and I was glad to discover that the problem must have started only recently. The layer of dirt had barely rubbed off, and there was almost no interference with the flexible material itself. This meant that there was no need to replace the hose; with a little adjustment to the bracket where the flexi joins the fixed brake pipe, there was no more fouling. Suddenly the VW was ready for a re-test: all in just 45 minutes!

The next morning it was straight back to see Alan, and soon I was issued with a fresh certificate. Sadly, with the recent office move we have now lost our classic parking as well as the 'legendary' *C&SC* workshop (see *Misfire*, p35). With that in mind, I feel privileged to perhaps have been one of the last to take advantage of the no-holds-barred 'don't worry, we'll get it done' lunch-hour adventures that so many of our cars have been subject to over the years. Unfortunately, with the nearest parking now in an NCP multi-storey, it looks as if those days might be over – unless we can find a lock-up in the centre of Twickenham.

For now, though, I am sitting here with the VW having once again come to the rescue. Thanks to a bit of tweaking, it's also handling better than ever on motorway journeys – previously it had a tendency to wander quite dramatically in blustery conditions. Admittedly, the shape means that it doesn't have the greatest affinity with the road above 50mph, but eliminating the play in the steering box seems to have worked wonders.

THANKS TO
- James Page
- Orleans Garage: 020 8892 6355



Inset: German period brochure shows big dogs in the back, so the Hurst-Warners rescued a couple of Labs who love trips to the country in the Merc



Mercedes-Benz 280TE

Run by Graeme Hurst
Owned since Nov 2011
Total mileage 267,854km
Miles since acquisition 23,783km
Latest costs R1580 (£71)

BERLIN TAXI ON CAPE TOWN FLEET

Buckley, in his co-authored book on the iconic W123 Mercedes, suggests that the model tops the list for the finest saloon car of the 20th century. It's a bold claim, although I can absolutely back him up after four years with our 280TE.

South Africa's long distances and hot climate place many demands on its motorists and the W123 is a great performer. More than 70,000 sedans were screwed together here before production stopped in '86. Once the must-have for middle management and junior directors, many of these cars are still in daily service more than three decades on.

Our '82 TE (technically an S123, it being an estate) isn't one of them because the wagons were imported with punitive import duties added by the then Apartheid government, which aimed to be self-sufficient with its own manufacturing industry. In April 1982, the 280TE was listed at R50,000, which was R20k over the similar-spec 280E – and the same price as a Porsche 911SC. So they're rare here. *Fundis* (specialists) reckon that, at most, 100 were imported and those that survive are either knackered or immaculate.

I'd coveted a wagon ever since one featured in the TV series *Hart to Hart*, starring Robert Wagner and Stefanie Powers as wealthy Los Angeles jetsetters-cum-amateur detectives. I've always thought it looked way cooler than the saloon.

Fast forward to late 2011, when we were gearing up for our return to SA, and a late-night Gumtree trawl had us wiring the equivalent of R34,000 (then about £3000) to secure this one ready for our arrival.

Resplendent in its very period Champagne metallic, our TE falls between the tired workhorse/pristine ends of the spectrum, with 245,000km on the clock at the time of purchase plus evidence of wear and tear to the interior. The harsh African sun has taken its toll on the dash, but the body is rust-free.

Sadly, there was little paperwork to back up the odometer reading, which may well be short – judging by the slack rear suspension, which no longer sported the clever self-levelling mechanism but standard coils. Our suspicion was further fuelled by the serious driveshaft vibration at speed and a diff that sang like a canary on the over-run.

Both aspects were resolved (or at least substantially toned down) by swapping them for good-quality scrapyard items. That was a bonus of the huge local assembly numbers, but the saloon final-drive ratio is slightly taller. So the speedo underreads enough to make an indicated 120kph actually 133kph, according to the photographic evidence from a provincial traffic department chief on the 1000-mile delivery journey.

The TE has been faithful ever since, effortlessly hauling garage tools and furniture on house moves and subsequent refurbishments.

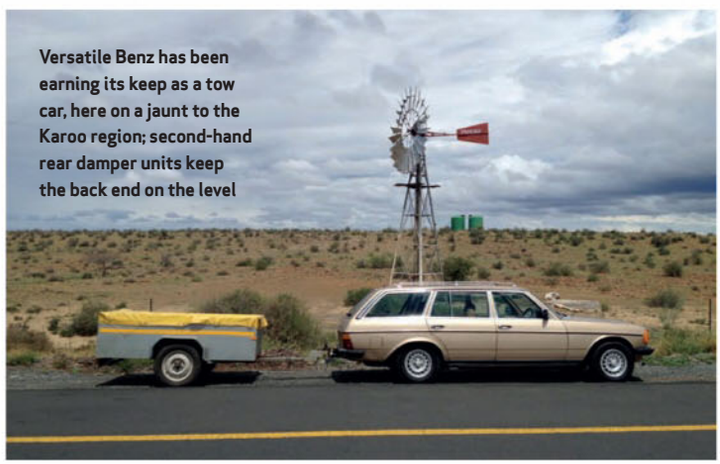
It's also a hit with our two Labradors, who love the roomy interior but don't quite emulate the serene image of the Old English Sheepdog shown in the brochure. The catalogue was a present from mate Ian Hancock, who is a serial collector.

Recent outings have included a 500km round-trip to Matjiesfontein in the arid Karoo region, which went well, but we narrowly avoided drama after a back wheel had come loose just a few days before.

It turns out that the set of alloys a 'friend' sold to us and fitted were secured with various bolts – some of which were the short OE-spec type for steels. Alloys are wider, so they need a longer thread. The nearside rear was held on by two turns that eventually gave out – luckily, while trickling along a local side road.



Noisy, worn-out differential was replaced



Versatile Benz has been earning its keep as a tow car, here on a jaunt to the Karoo region; second-hand rear damper units keep the back end on the level



Vast boot came in handy for a house move

As is often the case, a minor job turned into a major exercise. While re-tapping a hub thread, I noticed that the tyres were past their best but sourcing 205/70x15s proved tricky. Checking the original road test revealed that the Merc should have 6J alloys (not 6½J) with 195 rubber. A few calls quickly established that most 123s over here had steel rims, and five decent alloys of the correct size would cost about a quarter of what we paid for the car.

A set of steels (at £15 a pop, with OE three-pointed star embossed bolts) sorted things in time for the trip on gravel roads that reminded me of holidays in the Karoo from my youth. All that was missing were the roadside vendors selling hubcaps that had fallen off… which was a pity because I now need a set!

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Buckley's Berlina joins Gamma coupé at the Consortium's AGM, which this year took place in the Derbyshire Dales



Lancia Gamma Berlina

Run by Martin Buckley
Owned since May 2014
Total mileage 23,922
Miles since November 2015 report 2822
Latest costs £421

ENGINE ISSUES COME TO A HEAD

By September, the Lancia was showing further signs of head-gasket failure. That was a pain because I was keen to take it to the Gamma Consortium AGM, which was being held in Derbyshire. In fact, I was determined that we were going to make it, so I broke out the K-Seal (you know you're desperate when you hear those words) and fitted a 13lb pressure cap. I suspect that the latter might have been the cause of the problems somewhere along the line because the weaker ones enabled coolant to continually dribble out of the overflow.

I treated JYP 205W to a valet and a tank of high-octane fuel, which made a surprising difference to the smoothness. I then totted up that I now have £4000 invested in this daft but oddly lovable car. That was depressing, but on the other hand it seemed to be running well – and not overheating – so I decided to risk the trip to meet my fellow Gamma sufferers/sympathisers.

It went beautifully and we completed the event: great scenery, great roads, a visit to the Blue John Mines and Chatsworth House – plus the usual present from Mr Masataka, the Japanese Gamma enthusiast who makes the pilgrimage to the AGM every year. This time, he brought a set of Gamma-branded leather coasters!

All good fun until, on the return home, I felt the engine stumble halfway down the M5. This was accompanied by a rise in temperature. When I stopped at Strensham services to investigate, it was obvious that a large quantity of water had disappeared. I topped it up, but we were soon leaving a smoke-screen on the motorway. I should probably have stopped but my mood was black and the car was pushing its luck, so I carried on. By the time we got home, the motor sounded distinctly hot and unhappy, but just about held together.

What now? The Consortium found me a powerplant of unknown quality, but which was apparently running well when it was extracted from a coupé. Mike Connor is investigating its compression: if it has any, then it might have a future. If not, we could always have another go at the engine that has now been removed from the car, but I am currently negotiating to buy back the blue S1 coupé that had a really strong unit.

other one for paint, which will hopefully happen in the New Year.

I had the engine bay steam-cleaned by my neighbours Cotswold Classic Car Restorations, and Neal at Demon Finishers in Kemble has powder-coated the carburettor airbox plus the metal covers from both door mirrors. One minor victory was getting the correct plastic-ended keys for the car from Keys Galore.

Auto-electrician Terry Coventry got my radio working, fitting a new electric antenna plus a correct set of Fiamm air horns. Finally, I always thought the boot trim in these cars looked cheap and nasty, and mine has never had the correct 'floor' covering the spare wheel. It turned out that it was a VW Passat one over a homemade plywood section. Charles Shelton at the Consortium got me the right piece and David Barker retrimmed it in a better grade of black carpet.

The plan is to have the car ready for the 40th anniversary meeting in Turin in April. Engine permitting, I can't see why we won't be there.



Cosmetic work included removal of door…



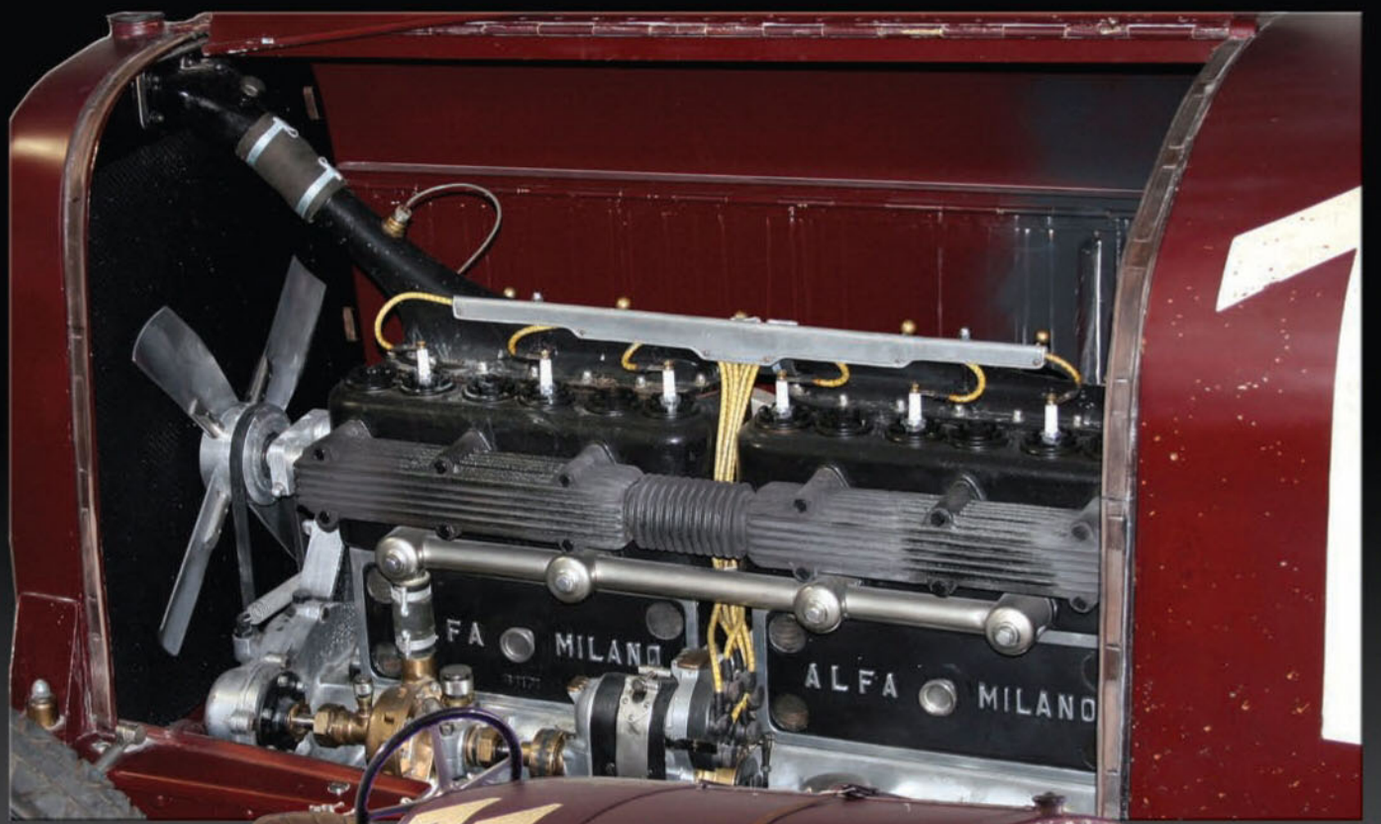
…so that John Stewart could fit a new skin



Gamma did well for the duration of the event, only to disgrace itself on the journey home

I used the latest flat-four disaster as an opportunity to tidy up the rest of the disgraced Gamma. I got a new nearside-rear door skin and a good, complete secondhand door for the other side from the Consortium. John Stewart (my father-in-law) removed the doors, fitted the skin and prepped the

THANKS TO
- Mike Connor
- Charles Shelton
- David Barker
- Demon Finishers: 01666 820011; www.demonfinishers.co.uk
- John Stewart
- Terry Coventry



Alfa Romeo G1

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Enzo Ferrari Museum, Modena



2014 Mille Miglia



Period photo of (another) G1
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driven by Giuseppe Merosi



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The MG lines up between Morgan-bodied Austin and Vitesse at the local fête


Rose with his first car, a 1935 Austin 10


The MG's proud owner topping up the tank


An ambition fulfilled after four decades



MGC Roadster

Name Ken Rose **Age** 69
Occupation Retired
Location Hyde Heath, near Amersham in the Chilterns
First classic 1935 Austin 10
Dream classic Aston DB4GT Zagato **Best trip** From Great Missenden towards Thame and Waddesdon; back via the A413

AN OCTAGON DREAM REALISED

As is well known, University Motors of Hanwell, west London, acquired the remaining stock of MGCs from Abingdon after production ceased in 1969. The company sold these over the next few years, and many featured useful improvements – notably the upgrading of engines by Downton Engineering.

When we were first married, my wife and I lived in nearby West Ealing, right on the boundary of Hanwell and close to Boston Road, where the dealership was situated.

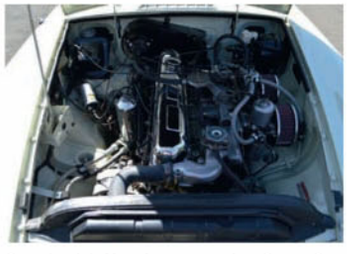
In 1970, I was looking to replace my Austin 1100 and was attracted by the cars that the firm had on display. As I was wandering around, I was approached by a salesman who showed me an MGC GT that had been a demonstrator. It had a Downton Stage 2 conversion and a special paint job, with the original Tartan Red enhanced by a black bonnet and roof. A test drive was duly arranged, by which time I was in love with the car.

The main issue was whether my wife could travel in the back in reasonable comfort, because we needed to provide transport for her mother. Unfortunately, this did not work out (for reasons that will be obvious if you have ever been in the back of one of these MGs) and so I bought an Austin Maxi. It was a nice, comfortable car but no MGC.

About 12 months later, University Motors phoned to say that it had another GT that might interest me, but again I resisted the temptation. The birth of two daughters meant that a sensible family car continued to be a requirement.

Many years on, I am retired and have developed an arthritic left hip. I thought that my dream of owning an MG was over, even though I have always been interested in classic cars and have regularly perused adverts, looking particularly at Cs.

At the end of the summer in 2014, I spotted an MGC for sale in Perivale, not far from where I was born and brought up. It was a 1968 roadster, originally supplied by University Motors and fitted with an automatic gearbox and a Stage 2 engine. Furthermore, the car was


C-series 'six' has been tuned to Stage 2



MG is a superb and fast tourer, says Rose

Snowberry White – as my 1100 had been – and even had a very similar registration number to the Austin. Unfortunately, we were about to depart on an extended trip to the USA. I didn't expect it to still be available when we returned, but it was. I phoned, but there was no reply and I soon got cold feet.

I went to the Classic Motor Show at the NEC with a friend that November. The dealer selling the MG was exhibiting there, but didn't have the car on its stand and, because it was rather busy, I didn't get to speak to anyone about it. I continued watching the C online, and the following March it was still available. I decided that destiny was keeping it for me, so rang again and

'I decided that destiny was keeping the MG for me, so rang again and this time arranged to go and see it'

this time arranged to go and see it.

The big question was could I get in and out of it with my hip problem? It actually turned out to be quite easy, especially with the hood removed. I went away to think about it but was soon back for a test drive. I put in an offer, and it was accepted.

The car was to be serviced and given an MoT, but within a couple of weeks was delivered to my house. We live close to MG Motorsport in Hertfordshire and it has since been there for uprated front suspension and steering rack, plus poly bushes at the rear. It drives even better now and makes a great fast tourer – in which role the auto 'box suits it well.

So far, my wife and I have made a few day trips in it and entered the classic car display at our village fête. I've passed through my second childhood and am reliving my young adulthood – and enjoying it! As they say: "You only live twice."

WIN! A BESPOKE GUY ALLEN PRINT

Send hi-res photos (300dpi) and 700 words to **james.elliott@haymarket.com** or to the p4 address. For Guy Allen gen see: www.guyallen.co.uk



CLASSIC & SPORTS CAR

7-11 JULY 2016



C&SC Reader Run to Le Mans Classic 2016

Join the *Classic & Sports Car* editorial team on its biennial pilgrimage to La Sarthe for the amazing Le Mans Classic festival. The 2016 reader run will depart from Portsmouth for an overnight sailing on Thursday evening. After loading, you can meet your fellow travellers for a drink before retiring to your reserved on-board cabin.

After arrival at Caen, follow the special routebook – using D roads to keep away from more congested routes – and enjoy a breakfast stop on the way. When you get to Le Mans, there will be plenty of time to pick up supplies at the *supermarché* before setting up camp at the private Porsche Curves site boasting its own showers, toilets and security.

You will also have general entry, paddock and grandstand seats included, as well as a parking pass to get you into the middle of the circuit with the rest of the club cars, getting that bit closer to the action.

A special trip out to the Hotel de France at la Chartre-sur-le-Loir, made famous by the John Wyer racing team staying there from the 1950s to the '70s, will trace the route used by the Aston Martin DBR1s and Ford GT40s to get to and from the 24 hour race!

There will also be a Q&A with a Le Mans personality during the weekend.

THE PACKAGE

- Return crossings on Brittany Ferries with cabin accommodation on the outward overnight sailing. Returning via Caen to Portsmouth via the afternoon sailing on Monday 11 July
- Breakfast stop on first day in France
- Three nights of camping at the Porsche Curves to include private showers and toilets and 24-hour security
- C&SC brunch at the famous Hotel de France
- Meet a race team at the track
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IMPROVED LOTUS ELISE BUSHES



ELISE ANTI-ROLL BAR BUSHES £30.60
01895 460033; www.powerflex.co.uk
Most enthusiasts won't own a Lotus Elise for very long before its supple handling and easily accessible performance prompt them to consider tackling the occasional track day. And it won't take too many of those before you want to upgrade it beyond its original specification. Polybush specialist Powerflex has just released a new set of anti-roll bar bushes for the Lotus Elise, Exige, 2-Eleven, and their Vauxhall-badged cousin, the VX220. The new items replace the factory rubber products, offering a firmer ride and greater communication with the road surface, not to mention the lasting benefits of moving away from perishable rubber. The new parts come in three sizes, catering for the standard fit ¾in, beefier ⅞in and track-focussed 1in roll bars.



KAMASA TAPERED SOCKET SET £13.87 *www.kamasa.co.uk*
This eight-piece socket set is designed to stop nuts and bolts dropping, thanks to its tapered internal socket design. Just push the fastener into the socket, where it should remain until smoothly releasing once it has been tightened or loosened.

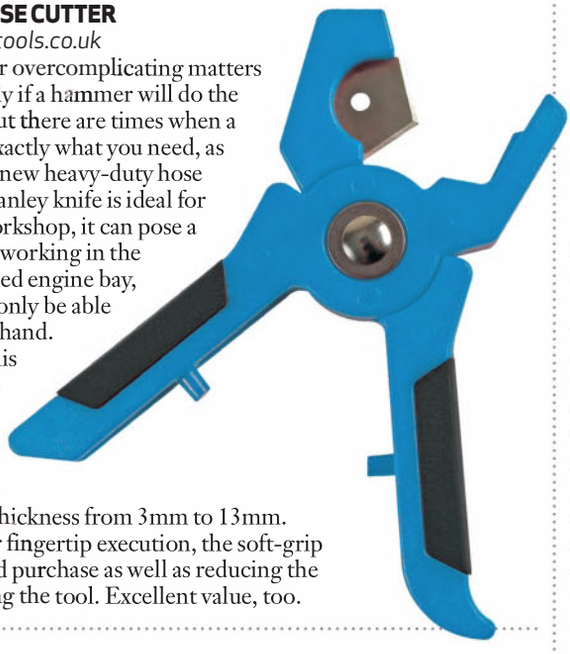
The kit comes with 9mm, 12mm, 13mm, 14mm, 15mm, 17mm and 19mm sockets, presented on a handy rail for ease of storage. Each is made from polished chrome vanadium.

RUGGED TOOLBOX £14.40
01609 897313; www.plasticboxshop.co.uk
This Wham Bam Toolbox comes from the firm's range of plastic storage cases made from a newly developed material that is impact resistant as well as being able to cope with low temperatures (so it doesn't go brittle). It should even support your own weight for use as a step and at 40x23x25cm it's big enough to hold your larger tools.



HEAVY DUTY HOSE CUTTER £7.15 *www.lasertools.co.uk*
We're not ones for overcomplicating matters at *C&SC*; generally if a hammer will do the job, we'll use it. But there are times when a specialist tool is exactly what you need, as with Laser Tools' new heavy-duty hose cutter. While a Stanley knife is ideal for use around the workshop, it can pose a problem if you're working in the bowels of a cramped engine bay, where you might only be able to reach with one hand.

That's where this device comes into its own. It's tiny yet powerful, offering sharp, 90° cuts to rubber hoses ranging in thickness from 3mm to 13mm. Perfectly sized for fingertip execution, the soft-grip handles offer good purchase as well as reducing the chance of dropping the tool. Excellent value, too.

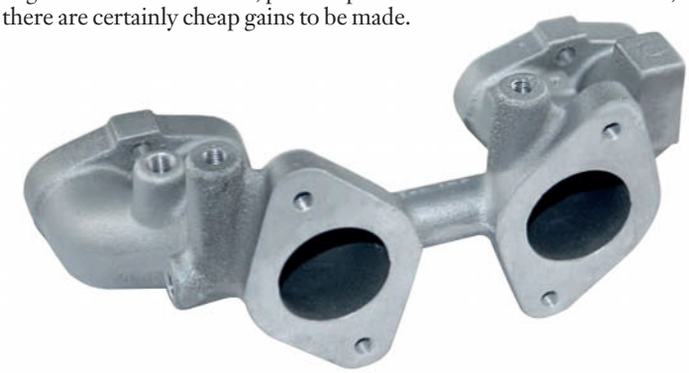




ZYMOL CONCOURS GLAZE £215
08001 777808; www.vertar.com
If you want the very best, deepest wet-look shine for your classic, it could be worth making this hefty investment. Zymol Concours Glaze contains 47% carnauba wax, 90% of which is white-grade, plus all manner of plant extracts. Despite its fearsome price tag, a little does go a long way and applying it to your car only three or four times a year means the 8oz tub should last you a long time.

WEBCON SINGLE WEBER MANIFOLD £182.70
01932 787100; www.webcon.co.uk
As time rolls on, an ever-increasing number of cars make the transition from beaters and bangers to accepted classics, and one of the telltale signs is an increase in parts support. Great news for Datsun 120Y owners, then, that fuelling specialist Webcon has released an inlet manifold designed specially for these 1970s cars.

The new manifold will allow 120Y owners to fit either a single 40DCOE or 45DCOE Weber carburettor to their vehicle, helping to extract precious ponies from the Japanese classics' ultra-reliable 1171cc engine. For less than £200, plus the price of a secondhand carburettor, there are certainly cheap gains to be made.



DOORHANDLE PROTECTION FILM £10.99 *www.foliatec.co.uk*
This film from Foliatec should help to make damage to doorhandle recesses a thing of the past. The circular self-adhesive discs of tough film are simply fixed into the vulnerable area, where they take the brunt of scuffs and scratches from watches, keys and the like. Each set includes four protective film stickers.



CLECO HALF-INCH IMPACT WRENCH £145.19
www.plccenter.co.uk
If you work on your own classic, chances are you'll spend a lot of time removing wheel-nuts. For those who are happy to use one, a powerful pneumatic impact wrench has been released by German manufacturer Cleco. The CV-375R-4 weighs just 1.3kg, but packs a maximum applied torque of 560Nm, not to mention a peak breakaway torque of 690Nm. The wrench features a variable speed trigger, a twin hammer-impact mechanism and an operating sound level of just 87dB(A), making it suitable for extended use.




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Web www.hillierhill.com

Tony Hill and Ray Hillier served apprenticeships at Rolls-Royce and Aston Martin respectively, and first met in the mid-1970s when they both worked at the Hythe Road Rolls-Royce service centre. They formed Hillier Hill in 1985, and have now been maintaining and restoring Crewe-built Rolls-Royces and Bentleys for 30 years.

"I was brought up on Silver Shadows," explains Hillier, "and the last of the Silver Clouds were only a few years old when I started at Hythe Road, but now we work on everything from the Bentley MkVI to the Arnage. We've looked after a few pre-war cars, too."

In the immaculate workshop, there is a grey MkVI from a customer in France that is suffering from running problems, a Bentley S3 being serviced, and a gleaming S1 Park Ward Continental coming to the end of a two-year, body-off rebuild. There is also a Corniche fixed-head coupé in pieces for a complete nut-and-bolt restoration.



Ed Bowden working beneath the Corniche



Chris Leith adjusts the carb settings on S1



Mercedes 190SL was in for its MoT test

"People are starting to wake up to the Corniche and the Shadow," explains Hillier. "They have been grossly undervalued for years, like all the Crewe-built cars."

Because of the high survival rate, there are lots of temptingly cheap cars from the 1960s, '70s and '80s out there, but Hillier emphasises the need to take specialist advice before diving in: "The problem is, they were so well built that they will take a huge amount of abuse before they give up and die, which means there are lots of badly maintained examples around."

Hillier points out that if you want your post-war Crewe-built car to be worked on by the people who actually made it, there is probably only a five-year window of opportunity left before such folk retire. He is therefore keen to pass on his expertise to the next generation.

"We took a decision 15 years ago that the only way forward was apprenticeships," he explains, "so we now have a pool of skilled younger people such as Chris Leith, who is just 27 but is really switched on to the R-types and S-types. Michael Digby started out as an apprentice, too, but is now one of our full-time electricians."

The 10-strong team can tackle everything from servicing to full-blown restorations – many of which have become concours winners at Rolls-Royce Enthusiasts' Club and Bentley Drivers Club events – and pride themselves on a bespoke approach to customer service.

"We consider ourselves the Savile Row of the Rolls-Royce and Bentley world," says Hillier. "People didn't know we did restorations, then we got asked to do a couple and it has just gained momentum from there." Several Hillier Hill-restored cars are in "significant collections" of well-known individuals, but with his typical Jeeves-like discretion Ray doesn't feel the need to mention any names. **Martin Buckley**



US-spec Testarossa was one of two examples of the model that Historics sold. It made a mid-estimate £65,500, well under current trade prices



Dolphin America has Ford Anglia engine



Concours £33k Model A doubled estimate

'The buyer of a rhd Jaguar XK150 drophead coupé for £93,500 must be feeling pretty smug right now'

TWIN TESTAROSSAS SELL IN SURREY

Historics at Brooklands again moved into Mercedes-Benz World for its end-of-year sale on 28 November. A strong selection of Ferraris and Minis sold well, with the two Testarossas offered – a low-mileage black European 1987 car and a left-hand-drive US-spec Rosso Corsa example – making £82,500 and £65,500 respectively.

Given the record price achieved at Bonhams (see below), the buyer of a right-hand-drive Jaguar XK150 dhc for £93,500 must be feeling pretty smug. Coming from long-term ownership, the sorted car had £32k of bills for recent upgrades including brakes, Tilton pedalbox conversion, and an ally radiator.

Intriguing younger lots included a 2007 Jensen S-V8. One of the last 11 completed by SV Automotive of Carteton to a higher standard after the Speke factory closed, the 'Gold Jensen', as this particular roadster is known, has covered only 2600 miles with two owners and made just over estimate at £27,500.

Toyota FJ40 Land Cruisers have developed a cult following, as proven by the right-hand-drive '81 example offered at Brooklands. Recently imported from Bali, this sound 4WD alternative to a Jeep was unregistered but with a fresh MoT certificate. It made £15,400.

Two rival Latin spiders made an interesting comparison: a 1968 Alfa Romeo Duetto with 1750cc engine and recent bills including a new mohair hood took £19,800, while a '79 Fiat 124 Spider with extensive refurbishment including a respray and chrome-bumper conversion looked excellent value at £8250.

Some auction houses seem to shy away from pre-war vehicles, but a concours '31 Ford Model A Deluxe Phaeton doubled its estimate at £33k, showing that mint condition popular models still tempt buyers.

Of the impressive group of Minis offered, the top price of £18,700 went to an immaculate '86 Mayfair 'John Cooper Prototype' with 2747 miles. Also from Mike Standring's superb Wood & Pickett collection were a '63 Austin Mini van in W&P livery for £11,000, while a cool Caribbean Blue Mini 95L-based BMH special pick-up project built in 1981 and with only 6780 miles was snapped up for the same price.

Other tempting buys included a perfectly presented 1971 Lotus Seven S4 for £12,100 and a 1961 Dolphin sports-racer with 105E power for £52,200.

Records tumble at Bond Street auction



XK150 made new high £427k. Inset: Healey coupé amassed £640k



The staggering price of £427,100 for a Jaguar XK150 drophead trumped several other records to get the biggest applause at Bonhams' Bond Street sale on 6 December. With what looked like a realistic upper estimate of £150k, the bidding for the UK-restored, concours lhd example raced to an absurd figure with two buyers determined to secure this pristine example.

John Young's well-known Mercedes-Benz 300SL 'Gullwing' failed to sell, but the ex-Donald Healey Austin-Healey 100/100S coupé (*C&SC*, December 2015) made a hefty £639,900. Best buy was the 3000 Mk1 m/od racer SMO 746 at £191,900. Bidding was no doubt tempered by its torrid history, but once restored to works rally spec, the historic Healey's value could double.

Outstanding cars with long-term ownership always sell strongly, as the Dodd family's '37 Lagonda LG45 Rapide proved at £785,500, while an early Cobra – CS 2030 – with crash history made £371,000. One surprise result was the £611,900 paid for a 2005 Ferrari 575 Superamerica convertible.



Canadian-built Galaxie is right-hand drive

Bargain Yank in Leominster

Convertible American classics don't come much better value than the 1963 Ford Galaxie that sold for just £8360 at Brightwells on 25 November. Built in Canada, the rare right-hand-drive 500 was sold to the UK new. It came with an MoT, a rebuilt 5.8-litre engine, working hydraulic hood but tatty cover, and looked a stylish bargain.

KENO'S BIG APPLE DEBUT

Top seller at the Keno Brothers' first collector's car sale in New York on 19 November was a Bizzarrini Strada 5300. Formerly owned by stuntman Carey Loftin, it made £677k while a '72 Nissan Z432 took £114k. Their next sale is at Elegance at Hershey, 10-12 June: http://kenobrothers.com



TOP TR5 AT BROOKLANDS

You'll struggle to find a nicer Triumph TR5 than the example sold during Historics at Brooklands' M-B World fixture on 28 November. Superbly presented with a wealth of upgrades, the 1968 car was complete with all its original fittings and smashed its estimate to sell for £35,840.



RARE FAIRLADY AT CCA

One of just three Datsun 1600 Sports on the road in the UK made £13,200 at CCA's 5 December sale at the Warwickshire Event Centre. The late model with short windscreen and opening quarterlights featured a factory hardtop and tonneau cover. CCA's next auction is on 19 March.

Coming soon to auction



Specialists reckon Ferrari's £20million estimate could prove to be conservative

ICONIC FERRARI 335 S FOR PARIS



Trigano Citroëns at Artcurial's auction

One of the greatest 1950s sports-racing Ferraris – 335 S chassis 0674 – will be sold at Artcurial's Rétromobile sale on 5 February. After 45 years in the Bardinon collection, the Scaglietti-bodied beauty is tipped to set a new best for a collector's car. Its 1957 race record includes second on the last Mille Miglia, driven by Wolfgang von Trips, and fastest lap at Le Mans with Mike Hawthorn. Later owners included Luigi Chinetti and American architect Robert Dusek before Bardinon acquired '0674'. The 40-strong Citroën collection of André Trigano will also go under the hammer. See more at www.artcurial.com

SUPERB RILEY CONSIGNED FOR BONHAMS' SCOTTSDALE AUCTION

An exceptional Riley MPH (est £400k) heads Bonhams' line-up for its Arizona fixture on 28 January. Sold new to Switzerland, the car was later acquired by former Chrysler chairman Bob Lutz. Another star is a 1953 Fiat 8V Elaborata Zagato that was ordered by Anna-Maria Peduzzi and came second on the Coppa Int. Delle Dame. A 1965 ISO Grifo A3 Competizione and a 1969 Maserati Mistral 4-litre coupé will also be sold. See www.bonhams.com



MPH is expected to sell for £400k in US

CORVETTE GREATS AND FORD SHOW CHASSIS ARE ARIZONA BOUND

Two of the rarest Corvettes and a 1939 Ford show chassis will go under the hammer at the 45th Barrett-Jackson auction week (23-31 January) at Scottsdale. The pair of 427/435 Corvettes include a roadster bought new by Freddie Haeffner and which inspired his hit *Steady Me Baby*. Also offered is a concours 'Ace of Spades' 427 fastback coupe.

A must-have for any pre-war Ford collection is a rolling chassis (with sectioned engine and 'box) that was shown at the '39 World's Fair. See www.barrett-jackson.com



Chassis starred in New York in 1939

BARN-FIND LAMBORGHINI WILL BE READY TO ROAR AT ACA SALE

Anglia Car Auctions will present its first Lamborghini Urraco on 23 January. Stored for many years in Jersey, the 48,855-mile example will be ready to drive through the sale. Other highlights include a one-lady-owner Ford Capri 2.8 Injection with 2300 miles (£20-25k), and the ex-Lord Brocket Ferrari Testarossa, plus the collection of Graham Dacre. See www.angliacarauctions.co.uk



Jersey Urraco to be sold in King's Lynn

The Auction diary

JANUARY

15-24 Mecum Florida, USA *001 262 275 5050; www.mecum.com*

16 Coys Autosport Intl, NEC *020 8614 7888; www.coys.co.uk*

16 Coys InterClassics Maastricht, *020 8614 7888; www.coys.co.uk*

23 ACA King's Lynn, Norfolk *01553 771881; www.angliacarauctions.co.uk*

23-31 Barrett-Jackson West World, Scottsdale, Arizona, USA *001 480 421 6694; www.barrett-jackson.com*

27-31 Russo & Steele Scottsdale, Arizona, USA *001 888 608 0763; www.russoandsteele.com*

28 Bonhams Scottsdale, Arizona, USA *001 415 391 4000; www.bonhams.com/motorcars*

28-29 RM Sotheby's Phoenix, Arizona, USA *001 519 352 4575; www.rmsothebys.com/arizona*

28-30 Silver Arizona, USA *001 800 255 4485; www.silverauctions.com*

29 Gooding & Co Arizona, USA *001 310 899 1960; www.goodingco.com*

29 SWVA Parkstone, Poole, Dorset. *01202 745466; www.swva.co.uk*

FEBRUARY

3 RM Sotheby's Paris, France *020 7851 7070; www.rmsothebys.com*

4 Bonhams Paris, France *020 7468 5801; www.bonhams.com*

5-6 Artcurial Rétromobile, Paris, France *0033 1 42 99 20 73; www.artcurial.com*

14 Charterhouse Shepton Mallet, Somerset *01935 812277; www.charterhouse-auction.com*

23 Barons Sandown Park *023 8066 8413; www.barons-auctions.com*

27-28 Silverstone Race Retro, Stoneleigh, Warks *01926 691141; www.silverstoneauctions.com*

28 Classics Central Bedford Autodrome, Beds *08001 22 3335; www.classicscentral.co.uk*

For more events or to add your own, go to **www.classicandsportscar.com/diary**

UK RESULTS

CAR	YEAR	COND	SALE	PRICE
AC Cobra 289	1962	g/refurb (o)/hi	Bonhams	£371,100
Alfa Romeo 2000 GTAm Evo	1972	vg/restd/mods	Historics	£35,750
Alfa Romeo 6C-1750 JY Turismo	1929	exc/restd	Historics	£165,000
Alfa Romeo Giulia GT Junior	1972	vg/restd (o)/2-litre engine	Historics	£17,325
Alfa Romeo Spider	1996	exc/lm/fo	CCA	£6490
Alfa Romeo Spider 1750 Veloce	1968	g/restd (o)/Cat D	Historics	£19,800
Alfa Romeo Spider 2000	1984	g/refurb (o)/engine rebuilt	Brightwells	£4180
Alfa Romeo Spider 2000	1989	f/recom	Brightwells	£1430
Alvis TA14 Cb dhc	1948	g/restd (o)	Historics	£15,950
American LaFrance short-chassis	1917	f/restn (s)	Historics	£20,900
Armstrong Siddeley Hurricane	1948	exc/restd/gh	Brightwells	£18,920
Ashley GT	1976	vg/restd/mods	Historics	£6820
Aston Martin DB4 SII	1961	exc/restd (o)	Bonhams	£332,500
Aston Martin DB5	1964	exc/restd (o)/hi	Bonhams	£516,700
Aston Martin Lagonda SI	1974	supb/restd/hi	Bonhams	£427,100
Audi quattro	1985	exc/refurb/fo	CCA	£14,850
Audi quattro	1987	vg/refurb/sh	CCA	£10,120
Austin 10/4 Lichfield	1934	f/restd (o)	CCA	£5390
Austin A30	1955	f/restn (s)	Brightwells	£990
Austin A40 Somerset	1954	g/restd (o)	Historics	£11,550
Austin A60	1963	g/stored/recom	Brightwells	£2750
Austin Mini Seven	1960	f/restn (s)/fo	CCA	£7370
Austin Mini Seven	1960	exc/stored/v.orig	Brightwells	£11,000
Austin Mini W&P van	1963	vg/restd (o)	Historics	£11,000
Austin-Healey 100/6	1959	g/recom/ex-lhd	Historics	£28,600
Austin-Healey 100S coupé	1953	vg/restd (o)/hi	Bonhams	£639,900
Austin-Healey 3000 Mk1 BT7 lhd	1961	g/restd (o)	Brightwells	£29,700
Austin-Healey 3000 Mk1 rally	1959	g/refurb (o)/hi	Bonhams	£191,900
Bedford RLH Green Goddess	1956	vg/lm/oo	Brightwells	£3300
Bentley 4½ Litre VdP tourer	1929	vg/restd (o)	Bonhams	£667,900
Bentley Brooklands	1995	exc/lm	CCA	£10,670
Bentley Continental R	1993	vg/sh	Historics	£29,700
Bentley Mulsanne Turbo	1984	g/refurb/sh	CCA	£7920
Bentley R-type	1954	vg/restd (o)/engine rebuilt	Brightwells	£25,300
Bentley T1	1968	vg/restd	Historics	£13,200
Bentley Turbo R	1997	g/sh	Historics	£9075
BMW 2000 Touring	1972	f/recom	CCA	£3080
BMW 2000CS	1970	f/restn (s)	Brightwells	£6160
BMW 635CSi Highline	1989	g/restd (o)	Historics	£8030
BMW 635CSi Highline	1989	vg/gh	Brightwells	£5500
BMW 635CSi Schnitzer	1986	g/mods/gh	Brightwells	£6050
BMW M635CSi	1985	g/restd (o)/gh	Brightwells	£2420
BRA Cobra 289 replica	1967	vg/refurb	CCA	£17,050
Chevrolet Chevelle Malibu 307	1971	g/restd	Historics	£12,650
Chevrolet Nova II	1962	vg/restd (o)	CCA	£10,340
Citroën DS23 Pallas	1975	vg/restd (o)	CCA	£26,620
Citroën Traction Avant	1953	g/restd (o)/repaint	Historics	£16,500
Connaught A-type	1952	vg/restd (o)/hi	Bonhams	£85,500
Crossley Silver 15.7	1930	vg/restd (o)/gh	Brightwells	£11,220
Daimler Conquest Century	1957	vg/v.orig/lm	Brightwells	£6160
Daimler Sovereign	1969	g/restd (o)	Historics	£4840
Daimler SP250	1960	g/repaint/mods	Historics	£26,675
Daimler V8-250	1967	exc/v.orig/lm/fo	Brightwells	£23,100
Datsun 1600S Fairlady	1966	exc/restd	CCA	£13,200
Datsun 240Z	1971	vg/restd (o)	CCA	£11,000
De Lorean DMC-12 auto	1981	vg/refurb/recom	CCA	£25,850
Dolphin America racer	1961	vg/restd (o)	CCA	£52,800
Ferguson TED20 tractor	1950	g/refurb (o)	Brightwells	£3300
Ferrari 250GT Ellena/TR recreation	1958	supb/restd	Bonhams	£527,900
Ferrari 308GTSi qv	1983	vg/restd	Historics	£70,400
Ferrari 328GTS lhd	1986	vg/sh/ex-USA	Historics	£53,350
Ferrari 330GTC lhd	1967	exc/restd	Bonhams	£449,500
Ferrari 348 Spider	1995	exc/gh	CCA	£46,625
Ferrari 412GT	1989	vg/mech restd	Historics	£47,800
Ferrari 550 Barchetta	2002	exc/vlm	Bonhams	£247,900
Ferrari 550 Maranello	1998	vg/Cat D/lm	Historics	£71,280
Ferrari 575 Superamerica	2005	supb/lm/oo	Bonhams	£611,900
Ferrari Testarossa	1990	g/refurb/sh	Historics	£65,500
Ferrari Testarossa lhd	1987	vg/refurb/sh	Historics	£82,500
Fiat 124 Spider	1979	f/restd	Historics	£8250
Fiat 130 Coupé	1974	g/orig int/recom	Brightwells	£11,880
Fiat 500F	1967	vg/restd	Bonhams	£7150
Fiat Zero G Far dhc	1913	g/refurb/hi	Brightwells	£24,200
Ford Capri Mk1 Perana replica	1971	vg/restd (o)/repaint	CCA	£14,300
Ford Capri Mk2 JPS	1975	vg/restd (o)/mods	Historics	£10,835
Ford Capri Mk3 2.0S	1984	g/sh/lm/fo	Historics	£6600
Ford Capri Mk3 2.0S auto	1984	f/stored/lm/fo	Brightwells	£1650
Ford Capri Mk3 280	1987	g/Cat C/fo	Brightwells	£6710
Ford Cortina Mk1 1200 lhd	1966	p/restn (s)	Brightwells	£1760
Ford Fiesta Mk1	1981	f/mods/lm	Brightwells	£1320
Ford Galaxie 500	1963	g/repaint (o)	Brightwells	£8360
Ford Granada 2.8i police car	1985	f/refurb (o)	Brightwells	£2475
Ford Model A two-door phaeton	1931	vg/restd (o)	Historics	£33,000
Ford Model T Tudor saloon	1925	g/refurb (o)/mods	Brightwells	£8250
Ford Model Y hot rod	1937	vg/restd (o)	Brightwells	£7370
Ford Mustang 289 convertible	1967	vg/restd/hi	Bonhams	£33,550
Ford Mustang 289 fastback	1966	vg/restd	Historics	£26,400
Ford Mustang 289 notchback	1967	vg/restd (o)	CCA	£11,440
Ford Popular 100E	1961	f/refurb (o)/orig int	Brightwells	£1870
Ford V8-Pilot	1949	vg/restd (o)	Brightwells	£12,100
Frazer Nash Le Mans coupé	1955	exc/restd	Bonhams	£337,500
Frazer Nash TT Replica	1932	vg/restd/hi	Bonhams	£326,300
Frazer Nash-BMW 328	1938	exc/restd (o)	Bonhams	£617,500
GP Porsche RSK replica	1967	exc/orig	Brightwells	£9900
Humber 16/50 4-seater tourer	1929	vg/restd (o)	Brightwells	£13,750
Humber Imperial	1965	f/recom	Brightwells	£2750
Invicta 4½-litre S CB low-chassis	1934	exc/restd (o)	Bonhams	£561,500
Jaguar E-type S1 3.8 fhc lhd	1963	vg/restd	Historics	£83,600



The famous ex-works, ex-John Gott Healey, 'SMO 746', looked good at £191,900, Bonhams


Historics' restored Alfa Spider, £19,800



Cute Ashley GT reached £6820 at Historics



CCA's BMW 2000 Touring went for £3080

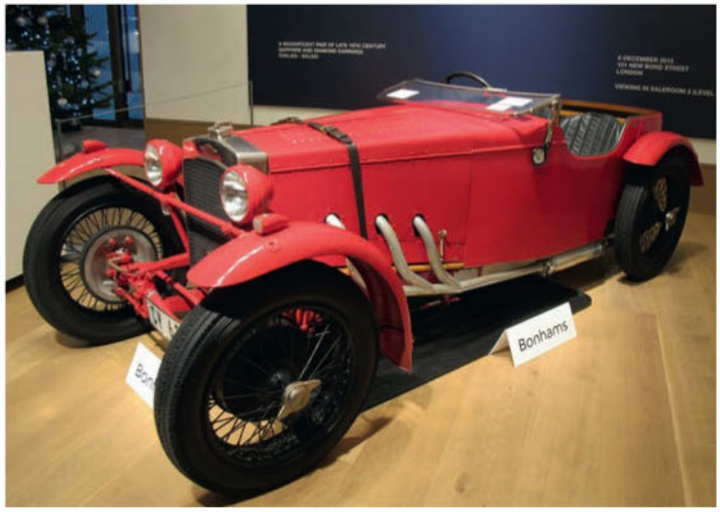


Restored Fiat 124 Spider, £8250, Historics


Brightwells' Cortina Mk1 project, £1760



Bonhams' gorgeous FN-BMW, £617,500



Bonhams' Frazer Nash TT Replica boasted works competition history, and made £326,300



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UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Jaguar E-type S2 2+2	1970	vg/restd (o)/refurb	Brightwells	£33,000
Jaguar E-type S2 2+2 auto	1971	exc/restd	CCA	£46,750
Jaguar E-type S2 roadster	1970	vg/restd (o)	Historics	£60,500
Jaguar E-type S3 2+2	1972	f/restn (s)/ex-lhd	Historics	£24,750
Jaguar E-type S3 roadster	1972	vg/restd/ex-fhc	Brightwells	£63,800
Jaguar Mk2 3.4	1966	g/restd (o)/recom	Historics	£7700
Jaguar Mk2 3.4 manual overdrive	1962	g/stored/refurb	Brightwells	£6050
Jaguar MkIV dhc	1948	exc/restd	Bonhams	£98,940
Jaguar MkV dhc	1951	g/restd (o)	Historics	£40,700
Jaguar XJ-S 3.6	1987	vg/stored/recom	Brightwells	£5610
Jaguar XJ-S 5.3 convertible	1988	vg/2+2 seats/sh	Historics	£9900
Jaguar XJ-S HE 5.3	1983	f/stored/recom	Brightwells	£2090
Jaguar XJ-S HE 5.3	1988	g/sh/lm/recom	Historics	£4070
Jaguar XJ12C	1977	vg/restd	Historics	£12,650
Jaguar XJ6 3.6	1988	vg/restd/fo	Brightwells	£1870
Jaguar XJ6 3.6	1989	g/orig/lm/oo	Historics	£4125
Jaguar XJR-S TWR 5.3	1989	g/sh/lm/fo	Historics	£14,300
Jaguar XJS 4.0	1992	vg/refurb/gh	Brightwells	£5500
Jaguar XJS 5.3 convertible	1991	exc/stored/sh	Brightwells	£17,600
Jaguar XJS-C Burberry	1984	g/restd	Historics	£4455
Jaguar XK140 3.4 roadster lhd	1956	vg/restd (o)	Brightwells	£59,400
Jaguar XK150 3.8 dhc	1959	vg/restd/S-spec	Historics	£93,500
Jaguar XK150 3.8 dhc lhd	1960	supb/restd	Bonhams	£427,100
Jaguar XK8 convertible	2003	vg/ex-demo/fo	Brightwells	£6600
Jaguar XKR	2002	vg/v.orig	CCA	£5610
Jaguar XKR convertible	1998	vg/mods/gh	CCA	£8800
Jensen FF	1969	g/restd (o)/gh	Historics	£57,475
Jensen Interceptor I auto lhd	1967	g/restd (o)/gh	Historics	£50,600
Jensen Interceptor III auto	1970	vg/repaint/eng rblt (o)	Brightwells	£15,400
Jensen Interceptor III auto	1973	vg/restd (o)/refurb	CCA	£24,200
Jensen S-V8	2007	exc/vlm/fo	Historics	£27,500
Lagonda LG45 Rapide tourer	1937	g/repaint/orig int	Bonhams	£785,500
Lancia Fulvia 1.3S	1971	vg/restd (o)/lm	Brightwells	£7700
Land-Rover S1	1955	g/restn (s)/fo	CCA	£9020
Land-Rover S2A 88in	1969	g/v.orig/fo	Brightwells	£7700
Land-Rover S3 88in	1983	g/refurb	Brightwells	£6050
Land-Rover S3 109in	1980	f/v.orig	Brightwells	£2805
Lincoln Town Car	1996	vg/vlm	Brightwells	£10,340
Lotus Éclat	1980	f/stored/recom	Brightwells	£2310
Lotus Elan S2	1964	vg/restd (o)	Historics	£26,950
Lotus Elan SE	1991	f/repaint/Cat D	Brightwells	£2970
Lotus Seven S4	1971	exc/restd	Historics	£12,100
Marion Model A	1911	supb/restd	Brightwells	£22,000
Maserati 3200GT	1999	exc/mech refurb/fo	Brightwells	£9240
Maserati Mistral Spyder	1966	vg/restd (o)/hi	Bonhams	£387,500
Mercedes-Benz 190SL+hdtp	1963	f/restn (s)	Brightwells	£93,500
Mercedes-Benz 207D campervan	1982	f/recom	Historics	£3850
Mercedes-Benz 220SE cabriolet	1960	vg/restd	Historics	£82,500
Mercedes-Benz 230SL	1966	g/p.restd	Brightwells	£31,350
Mercedes-Benz 250CE	1972	f/restn (s)	Brightwells	£3960
Mercedes-Benz 250SL	1967	vg/recom	Historics	£41,800
Mercedes-Benz 250SL lhd	1967	vg/restd (o)	Brightwells	£29,700
Mercedes-Benz 280GE	1989	vg/repaint/gh	Brightwells	£10,010
Mercedes-Benz 280SE	1970	vg/restd (o)/LPG/hi	Brightwells	£17,870
Mercedes-Benz 280SE 3.5	1970	exc/restd	Historics	£74,700
Mercedes-Benz 280SE 3.5	1971	vg/restd (o)	Historics	£46,530
Mercedes-Benz 280SE 3.5	1972	g/sh/lm	Historics	£14,300
Mercedes-Benz 280SL	1970	vg/restd	Historics	£36,850
Mercedes-Benz 300SL	1990	f/refurb	CCA	£2090
Mercedes-Benz 300SL-24	1992	vg/refurb	CCA	£2530
Mercedes-Benz 300SL-24	1993	vg/refurb/gh	Brightwells	£4180
Mercedes-Benz 380SL	1985	exc/restd	Historics	£17,875
Mercedes-Benz 450SL	1980	vg/restd	Historics	£9900
Mercedes-Benz 500SL	1984	g/sh	Brightwells	£12,100
Mercedes-Benz 500SL	1990	f/recom	CCA	£2470
MG Metro	1985	vg/gh/lm	Brightwells	£4400
MG Midget	1967	g/restd	CCA	£2420
MG Midget	1969	f/g/restd/mods	Brightwells	£7700
MG Midget	1979	g/restd	Brightwells	£3025
MG Midget	1979	vg/restd	Brightwells	£4730
MG Midget	1980	f/restd	Historics	£4400
MG Midget	1980	f/restd (o)/fo	Brightwells	£2090
MG RV8	1993	exc/v.orig/hi	CCA	£17,270
MGA 1500 coupé	1957	g/refurb (o)/restn (s)	Brightwells	£10,780
MGB	1966	vg/restd (o)	Brightwells	£6600
MGB	1968	exc/restd (o)	Brightwells	£8580
MGB	1968	g/engine and gearbox rebuilt	Brightwells	£4620
MGB	1973	exc/restd	CCA	£13,750
MGB	1980	f/restn (s)/vlm/oo	CCA	£7040
MGB GT	1972	f	CCA	£935
MGB V8	1972	exc/conversion/gh	Brightwells	£14,520
MGF	1999	g/sh/lm	CCA	£2640
MGF	2001	vg/v.orig/fo	CCA	£2200
Mini 1000	1979	vg/restd/mods	Historics	£6270
Mini Clubman	1977	vg/orig/lm	CCA	£7700
Mini Cooper S RSP	1990	exc/gh/hi	Historics	£11,000
Mini Mayfair John Cooper prototype	1986	vg/lm/hi	Historics	£18,700
Mini Moke	1988	vg/repaint/retrim	CCA	£7150
Mini Moke	1989	vg/refurb	CCA	£7480
Mini pick-up	1981	g/restd (o)/mods	Historics	£11,000
Mitsubishi 3000GT	1992	g/recom/sh	Brightwells	£2680
Mitsubishi Starion EX Turbo	1989	g/refurb	Historics	£7260
Morris 10 saloon	c1933	g/restd (o)	Brightwells	£6600
Morris Mini 850	1964	f/restn (s)	CCA	£2420
Morris Mini 850 Traveller	1969	g/stored/recom/fo	Historics	£7370
Morris Mini 850 van	1962	exc/restd	Brightwells	£6930
Morris Mini Cooper 'S'	1971	vg/restd	Historics	£17,600
Morris Mini Minor	1963	f/restn (s)/lm/fo	Brightwells	£3410



Bonhams' low-chassis Invicta was part of the Gordon Willey collection, and made £561,500


Historics' restored 1963 E-type, £83,600


Low-mileage S-V8, £27,500 at Historics


Handsome Lagonda, £785,500, Bonhams


Brightwells' restored Fulvia 1.3S, £7700


Good-value Seven S4, £12,100, Historics


Brightwells' 190SL needed work, £93,500


Historics' rebuilt late Mini Cooper 'S' was in a good colour combination and made £17,600

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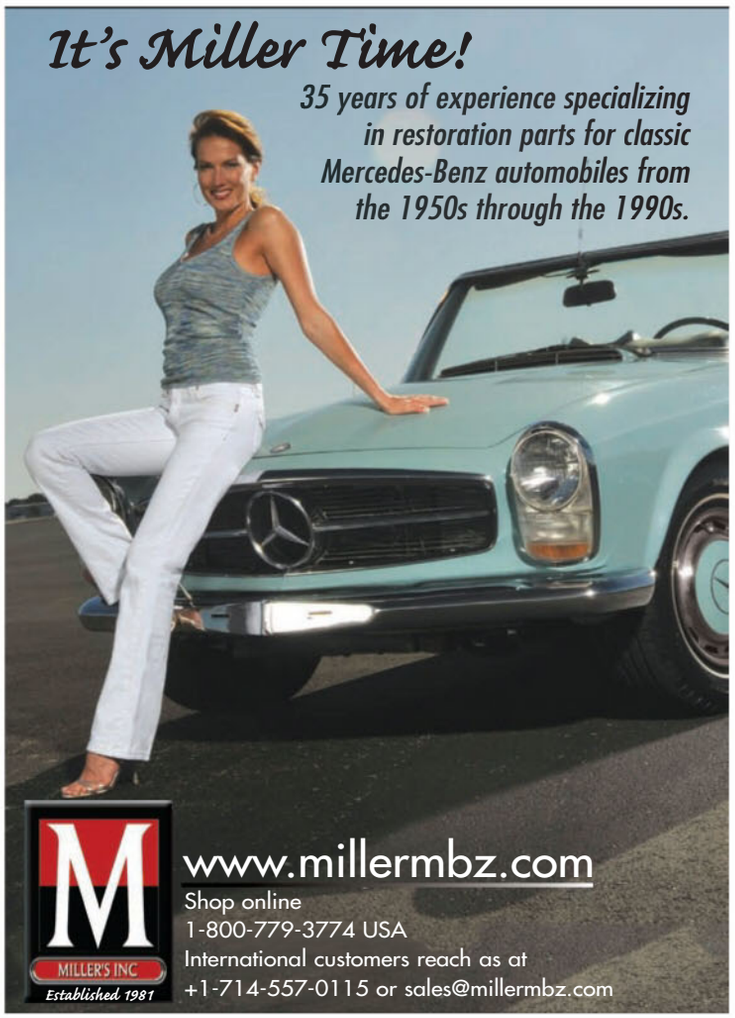


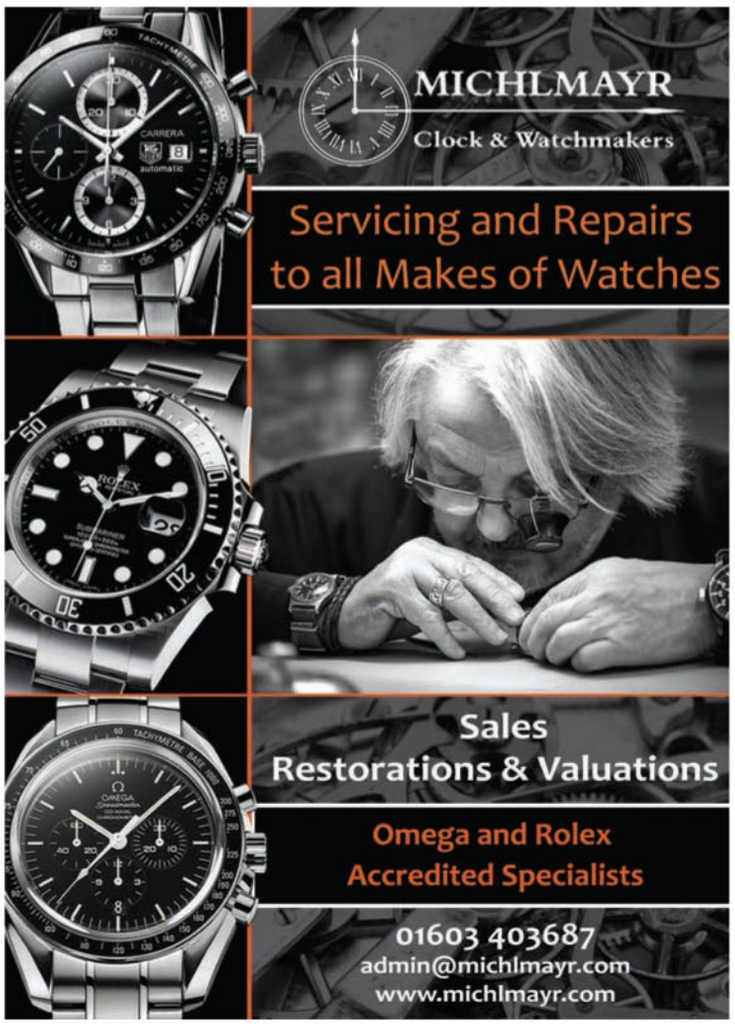




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UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Morris Minor 1000 convertible	1958	vg/restd (o)	Brightwells	£3740
Morris Minor 1000 Traveller	1968	exc/refurb (o)/lm/fo	Brightwells	£8800
Morris Oxford MO	1953	g/restd (o)/stored	Brightwells	£3630
Peugeot 504GL	1981	g/rally prepared/hi	Brightwells	£5280
Pontiac Firebird Trans-Am	1979	g/restd/mods	Historics	£15,950
Porsche 356C Outlaw	1964	vg/restd	Historics	£48,400
Porsche 911E/911T 2.2	1971	vg/restd/mods	CCA	£29,920
Porsche 911S 2.7 targa	1975	vg/restd	CCA	£28,600
Porsche 928 S2	1986	vg/refurb/sh	Historics	£25,850
Porsche 928 S4 lhd	1991	exc/sh/fo	Brightwells	£11,000
Porsche 944 S2 cabriolet	1991	g/int refurb/sh	Brightwells	£7040
Porsche 944 S2 cabriolet	1991	vg/fsh/lm	CCA	£12,650
Porsche 968	1992	vg/refurb/sh	CCA	£11,880
Railton Hudson 8 dhc	1934	vg/restd (o)	Brightwells	£28,050
Range Rover	1979	f/stored/diesel conversion	Brightwells	£3190
Range Rover EFi	1989	f	Brightwells	£2750
Reliant Scimitar GTE auto	1976	f/stored	Brightwells	£550
Reliant Scimitar GTE auto	1978	f/stored/fo	Brightwells	£660
Reliant Scimitar SS1	1986	f/stored/recom	Brightwells	£1155
Renault 8	1971	vg/restd/mods	CCA	£5170
Renault Caravelle S	1967	exc/restd (o)	CCA	£12,980
Renault Clio Williams 3	1996	vg/refurb/mods	Brightwells	£4180
Riley Nine Monaco	c1933	p/p.restd	Brightwells	£4400
Riley RMF 2.5-litre	1953	f/restn (s)	Brightwells	£3300
Rolls-Royce Corniche	1976	exc/restd (o)/sh	Brightwells	£41,800
Rolls-Royce Corniche	1978	vg/refurb	Historics	£30,525
Rolls-Royce Silver Shadow II	1979	f/recom	Historics	£5170
Rolls-Royce Silver Shadow II	1979	vg/refurb/sh	CCA	£6270
Rolls-Royce Silver Spur	1985	g/sh	Historics	£4400
Rover 2200SC	1976	f/fo	Brightwells	£1540
Rover 2600S	1985	f/stored/recom	Brightwells	£770
Rover 3-litre	1964	g/lm/fo	Brightwells	£6600
Rover 3500 Vanden Plas	1986	vg/v.orig/fo	CCA	£4730
Rover 3500S	1976	vg/refurb/fo	CCA	£7700
Saab 96 V4	1973	g/mods/fo	Brightwells	£2970
Saab 96L Souvenir V4	1978	supb/vlm/hi	CCA	£12,000
Standard 14	1938	g/restd (o)/mods	CCA	£5830
Star 14/40	1927	supb/restd	Brightwells	£19,800
Subaru Impreza turbo	1998	g/fsh/fo	Historics	£3025
Sunbeam 25hp limo	1935	exc/restd (o)/fo	Brightwells	£19,250
Sunbeam Alpine MkII convertible	1961	g/restd	Historics	£7810
Sunbeam Alpine MkIII convertible	1964	vg/repaint/retrim/oo	CCA	£9790
Sunbeam Alpine MkV convertible	1967	g/restd (o)	Brightwells	£6600
Toyota FJ40 Land Cruiser	1981	g/ex Bali	Historics	£15,400
Triumph 1800 Roadster	1948	vg/restd (o)/repaint	CCA	£14,850
Triumph 2.5 PI	1973	g/repaint (o)/fo	Brightwells	£1980
Triumph Dolomite 1300	1977	f/recom/fo	Brightwells	£550
Triumph GT6 Mk3	1971	vg/restd (o)	Brightwells	£6600
Triumph GT6 Mk3	1972	vg/restd	CCA	£6600
Triumph Herald 13/60 convertible	1968	g/restd (o)stored/oo	Brightwells	£2640
Triumph Spitfire Mk3	1968	vg/recom/oo	Brightwells	£5390
Triumph Stag auto	1976	g/restd	Historics	£11,000
Triumph TR4A	1965	vg/restd	Historics	£19,800
Triumph TR5	1968	exc/restd	Historics	£35,200
Triumph TR6	1972	f/restd (o)/ex lhd	Brightwells	£7920
Triumph TR6	1975	vg/v.orig/lm	Historics	£29,150
Triumph TR7 convertible	1982	f/v.orig/fo	CCA	£2200
Triumph Vitesse 2-litre	1968	g/restd (o)/eng rblt	Brightwells	£3960
TVR Tamora	2004	vg/refurb/Cat D	CCA	£13,200
TVR Vixen	1971	vg/restd (o)/mods	Historics	£23,650
Vauxhall Chevette LH	1978	g/lm/fo	Brightwells	£2200
Volkswagen Beetle 1302S	1966	vg/restd/1.6/mods	Brightwells	£4840
Volkswagen Beetle 1600	1992	exc/restd	CCA	£5940
Volkswagen Beetle Baja	1977	g/restd/mods	Historics	£3850
Volkswagen Golf GTI Mk1	1981	vg/restd	Brightwells	£6380
Volkswagen Westfalia campervan	1968	exc/restd (o)	CCA	£17,600
Volvo 1800ES	1972	vg/restd/fo	CCA	£12,650
Volvo 1800S	1964	g/stored/recom	CCA	£8800
Volvo Amazon	1966	f/restn (s)	Brightwells	£880
Wolseley 1100	1968	vg/v.orig/lm/oo	CCA	£4400

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Alvis 12/70 special	1940	Keno	£78,792
Aston Martin DB5	1965	Keno	£636,500
BMW 327	1939	Keno	£67,536
Bizzarrini Strada 5300	1968	Keno	£677,236
Bugatti T40 roadster	1929	Keno	£311,416
Ferrari 365GTC/4	1972	Keno	£210,112
Fiat 1200 convertible	1957	Keno	£48,775
Ford GT	2005	Keno	£191,352
Jaguar E-type S1 flat-floor roadster	1961	Keno	£255,136
Lamborghini Miura P400S	1968	Keno	£652,848
Lamborghini Diablo GT	1999	Keno	£417,720
Lamborghini Aventador	2013	Keno	£337,680
Lancia Appia GTE	1960	Keno	£61,908
March-Porsche 83G-4	1983	Keno	£341,432
Maserati Ghibli SS 4.9	1972	Keno	£214,400
Nissan Fairlady Z 432	1972	Keno	£114,436
Porsche 356A	1958	Keno	£82,544
Porsche 911S	1973	Keno	£135,072
Porsche 911 turbo S	1997	Keno	£296,408
Toyota 2000GT	1968	Keno	£457,744

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it



Historics' 356C Outlaw was a US import and boasted a long list of modifications, £48,400



Lots of interest in Clio, £4180, Brightwells



Riley for restoration, £3300 at Brightwells



Tempting Rover 3500 VdP, £4730 at CCA



Upgraded TVR Vixen, £23,650 at Historics



Brilliant Bizzarrini 5300, £677,236, Keno



Rare, desirable 2000GT, £457,744 at Keno

SALE RATES AND STATISTICS

Brightwells, Leominster, Herefordshire, November 25: 10% buyer's premium, 119 cars sold out of 146 offered – 82% sale rate, £1.12m sale total; Keno Brothers, New York, USA, 19 November: 12%, 20/40 – 50%, £5.58m; Historics at Brooklands, Mercedes-Benz World, Brooklands, 28 November: 10%, 92/130 – 71%, £2.43m; CCA, Warwickshire Event Centre, Leamington Spa, 5 December: 10%, 68/93 –73%, £735,865; Bonhams, New Bond Street, London, 6 December: 15%, 21/27 – 78%, £8.63m

CONDITION GUIDE KEY

f – fair; g – good; vg – very good; exc – excellent; supb – superb; conc – concours; sh – service history; fsh – full service history; gh – good history file; hi – historically interesting; orig – original; v.orig – very original; n.orig – not original; lm – low mileage; vlm – very low mileage; oo – one owner; fo – few owners; p – poor; refurb – refurbished; restd – restored; (o) – older; (s) – straightforward; (m) – major; p.restd – partially restored; compl – eng rblt – engine rebuilt; repl eng – replacement engine; mech rblt – mechanically rebuilt; mech refurb – mechanically refurbished; hm – high mileage; vhm – very high mileage

COACHBUILDER'S KEY

Brk – Berkeley; Cb – Carbodies; G Far – G Farina; JY – James Young; PF – Pininfarina; VdP – Vanden Plas; W&P – Wood and Pickett; Zag – Zagato



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SPRITE REPLICA FIRM UP FOR SALE







Clockwise: the genuine Mk1 Sprite remains an entertaining choice; Brading's premises include chassis jig and (below) bucks for his replicas

Conceived as a budget buy for impecunious sports-car fans unable to afford more sophisticated offerings, the Austin-Healey 'Frogeye' Sprite must surely rank among the most entertaining of late-1950s British roadsters. Unfortunately for those impecunious drivers, however, decent examples now command serious prices. A cursory glance at online classifieds reveals nothing worthwhile for less than £15,000, while a superb example recently sold for £35,000 (see *Market place*, January).

That said, such values do mean that now could be the moment to invest in Frogeyes. Far from advocating the purchase of an early Sprite simply to squirrel it away, we're talking about Keith Brading's glassfibre replicas. And we don't mean just one, either.

Serial Big Healey enthusiast Brading – he owned eight at one stage – rose to fame in the late 1980s when his firm, The Frogeye Car Company, launched a glassfibre facsimile of the Sprite. Based on a rigid galvanised-steel chassis, the roadster initially employed the same A-series powerplant as the genuine article, but progressive development led to the 16-valve K-series SuperSprite, as well as a fixed-head Sebring replica.

The cars, which were hand-built by a small team on the Isle of Wight, were thoroughly engineered and warmly welcomed into club circles – no doubt helped by Donald Healey's approval of the project (Geoffrey Healey going on to officially endorse it in 1989).

'Brading has decided that the moment has come to part with the tooling and remaining components'

Despite a high level of interest from the press and healthy demand from buyers, Brading was unable to capitalise on the car's success, the firm struggling to find sufficient investment. The company eventually ran aground in the late 1990s.

The Ryde factory has been mothballed ever since and Brading, who is now 77, has decided that the moment has come to part with the tooling and remaining components. Included in the sale are a jig, a complete SuperSprite chassis that was retained as a production pattern, plus numerous body and hardtop moulds and plugs for both the standard roadster and the Sebring coupé.

With original Sprites fetching significant prices today, could now be an opportune moment for the car to re-enter production? For further details, contact Brading via louise-brading1@hotmail.co.uk

Ultimate Evoluzione of underrated Italian youngtimer



Works 75 Evos were driven by the likes of Riccardo Patrese. This one is up for €148k

Although 1980s classics are currently in vogue, the Alfa Romeo 75 seems still to be off most people's radar. The unkind might suggest that this is the fault of the car, not the market. Be that as it may, as the Milanese firm's final rear-wheel-drive saloon, the last model to be launched before the Fiat takeover, and the basis for the fantastic SZ coupé, the 75 holds a significant place in the history of the company.

Decent examples of run-of-the-mill production variants seem to be available at almost giveaway prices – if you can find one – but we chanced upon a rather special variant being offered by The Gallery Brummen. A genuine IMSA Turbo Evoluzione, it has extensive competition history, recently received a €100,000 mechanical rebuild, and is described as being ready to race. For more details, see www.thegallerybrummen.nl



London firm goes classic

After four decades as an official Ferrari main agent, HR Owen (www.hrowen.co.uk) is now offering service, repair and restoration facilities to owners of classic models.

The firm's 22,000sq ft north London service centre includes 22 work bays, an engine overhaul room, diagnostic and repair equipment, plus a dedicated wet area. The company says that, thanks to this infrastructure, its factory-trained staff can handle everything from an oil change to a full restoration.

Service manager Tony Vaccaro said: "The cars that are now classed as classic were maintained by us when new. Having that experience means we are well placed to look after any historic model."





Vibrant Strawberry Red W189 comes with a wealth of paperwork, and is up for £49,950

Teutonic technicolour

Mention the Mercedes-Benz W189 'Adenauer' and, chances are, the image that most people will conjure in their mind is that of black-painted cars whisking high-ranking West German diplomats around the sombre and gritty streets of 1950s Berlin.

Cold War tension and the Mercedes 300 are somehow inseparable, so it's astonishing to discover that one of the colours offered by the factory was the decidedly avant-garde Strawberry Red. A rather vivid shade of magenta that presaged the late-1960s/early-'70s vogue for wacky colours, it was aimed predominantly at the lucrative American market.

The likelihood of encountering one of these imposing saloons today in such an unorthodox hue must be fairly scant, but, if you appreciate bold colours, Aston Workshop is currently offering this superb example. Supplied new to a wealthy Canadian family and featuring a cream interior, being a 300d it features a wheelbase that has been stretched by 4in, plus a pillarless body and Bosch mechanical fuel injection.

For details, call 01207 233525 or see www.aston.co.uk



TOP MOGGY DEALERS

London Morgan and Suffolk-based Krazy Horse have been jointly awarded UK Dealer of The Year by the Malvern company. See www.krazyhorse.co.uk and www.londonmorgan.co.uk

RISE AND RISE OF PRICES

The K500 Index, which aims to accurately chart the course (and investment potential) of the classic market, has reported a 9% growth in values across the board during the past 12 months. For more, see http://k500.com



LOW-MILEAGE SPECIAL

If you're a Mini fan, Classic and Performance Cars (www.classicandperformancecars.co.uk) has a 72-mile-from-new 25th anniversary special. The 1984 example is up for £19,500.

Buckley's market matters

CAR I WISH I'D NEVER BOUGHT

Does *Exchange and Mart* still exist as a magazine? The Facel Vega Excellence that I acquired circa 1998 was certainly the last car I bought from its pages, and I still wish I had never bothered. I didn't really believe that Ava Gardner had ever been anywhere near it, but I am still struggling to comprehend what persuaded me to part with £6000. It wasn't exactly a rust bucket – it had been imported from Las Vegas – but nothing, not one part of it, was right. It had an awful fire-engine-red paint job, a retrim in beige vinyl, had lost its electric windows and never moved forward more than 3in under its own steam. Terrible car, and I lost money when I sold it after a couple of years, but following months of kidding myself it was somehow going to get restored by some magical means I was glad to see it gone.

CAR I WISH I HAD NEVER SOLD

I thought I'd rung every bell out there when I sold my Mercedes 280SE 3.5 Coupé for eight grand in 2008. I suppose the same car – up and running and quite smart – would be £25,000 now; in fact, somebody saw that actual blue W111 Coupé a week after I'd sold it advertised for £16,000. The financial pain, however, is very much secondary to the emotional anguish of having parted with what I consider to be the nicest post-war Mercedes of all – and a totally usable everyday classic if necessary. It was a car that looked 1960s but drove like it was from the '70s, which is always a good combination.





Ferrari Testarossa prices are on the up, at least judging by some pre-Christmas offers

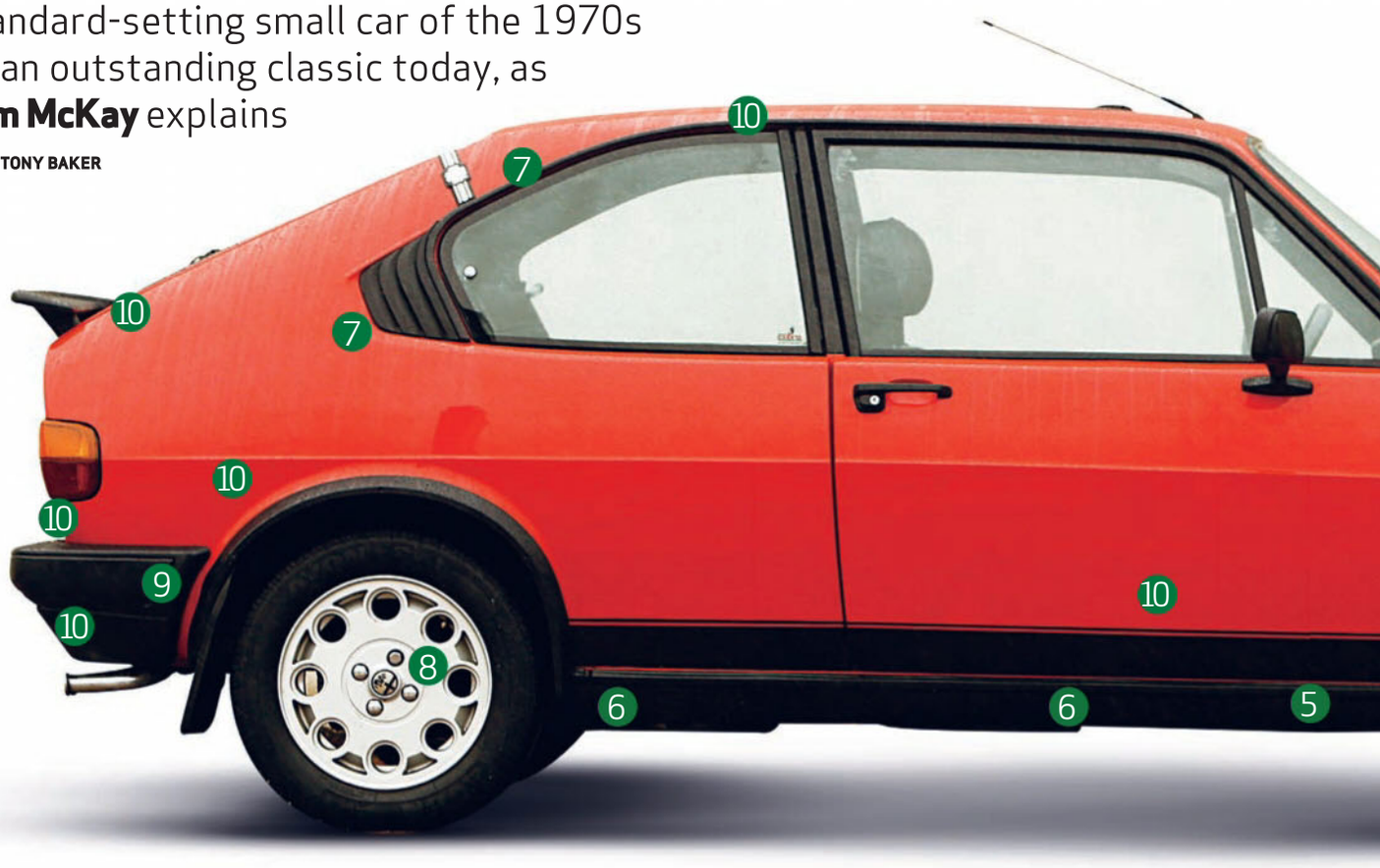
INFLATED PRICE OF THE MONTH

In March 2015, a Ferrari Testarossa – with matching luggage for storing the owner's ego or his linen suits – achieved an auction record of £208k (including premium). Thus I was amused to learn that, as a generous pre-Christmas promotion, a well-known supercar dealer has knocked £100k off the price of his comparable example, now a snip at 'just' £245k…

ALFA ROMEO ALFASUD

The standard-setting small car of the 1970s makes an outstanding classic today, as **Malcolm McKay** explains

PHOTOGRAPHY **TONY BAKER**



Alfa Romeo really pushed the boat out with the Giugiaro-styled Alfasud – an all-new car with an all-new powertrain built in an all-new factory. Despite its small engine, the Alfasud impressed from the start with its superb handling, roadholding and high cruising speed, enhanced by all-round disc brakes, a good driving position and a swift, light gearchange plus exceptional quietness and refinement. Its packaging was a revelation, the short engine allowing it to be surprisingly roomy for its size – the only disadvantage being pedals heavily offset towards the centre of the car to clear the front wheelarch.

Small Alfas had been proposed in the past – including a 750cc transverse-twin front-drive saloon in '52 and a 1000cc 'four' in 1960, dropped when the firm was contracted to build the Renault Dauphine and R4 for the Italian market. Rudolf Hruska's Sud was the first to reach production. Government investment was essential to fund it, but the penalty was that the car had to be built in Italy's impoverished south, where labour relations would be a constant impediment.

Looking at the Alfasud now, it's hard to believe that it wasn't a hatchback from the start – but that layout was still unusual in 1971. The hatch came 10 years later, giving the model a new lease of life into the mid-1980s. Another clever derivative arrived first, the three-door Alfasud Sprint of 1976: Alfa Romeo wisely exploiting the Sud's great handling and performance by creating from it a stylish sports coupé that would endure five years beyond its parent.

Rustproofing was improved in '77 and '78, but the cars still suffered because of using poor steel. *Motor* noted in its November '77 test of a 1.3Ti that corrosion was already appearing on the doors. The recycled Russian metal would delaminate in months, with shells beyond economic repair in as little as three years. Only Series IIIs from 1980 had barely acceptable rot resistance.

Later cars have the best specs, but early survivors are equally appealing for their rarity – and some models were scarce even when new. Just 5899 Giardinetta estates were built; none came to the UK. Mechanical parts supply is reasonable because much was carried over to the 33 and even the 145/146, though with the disappearance of those, Sud items are getting harder to source. Britain has an active enthusiast base with dedicated suppliers, so Alfasud ownership can be very rewarding – if you keep the rust at bay.



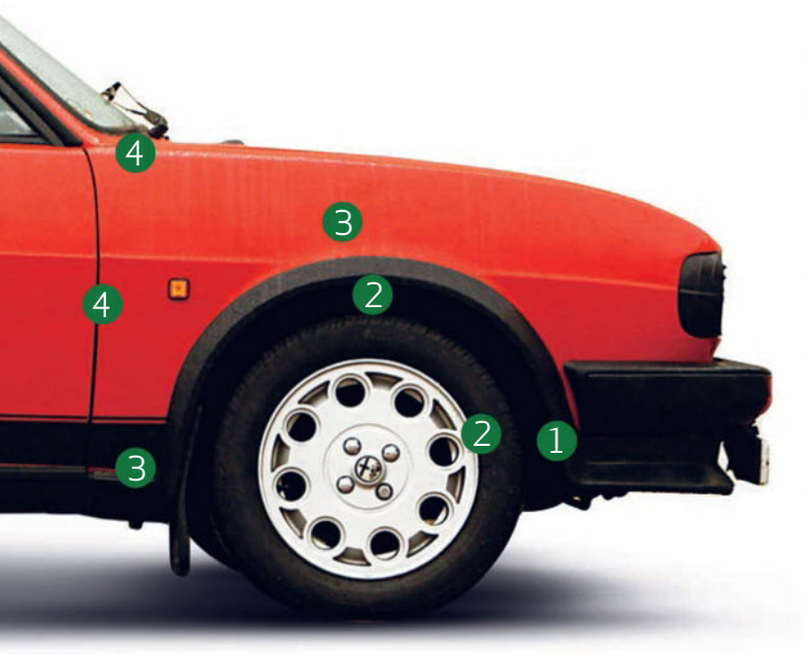
Suds battling with Lada on '75 Tour of Britain, Silverstone



Pretty early cars had chrome bumpers and oblong lamps







Rot spots

1. Chassis rails in engine bay
2. Inner wings; steering-rack mountings
3. Rear of wheelarches inner/outer; front bulkhead
4. Screen surround; A-posts
5. Floorpans
6. Sills
7. Rear screen surround/pillars inc side windows (2/3dr)
8. Rear chassis outriggers/suspension mounts
9. Boot floor and spare well
10. All outer panels – valances, wings, doors, hatches, roof



Early **seats** were vinyl with cloth inserts, then all-cloth; full hide was a late option. Cloth seats wear rapidly on side panels and vinyl cracks, as do plastic trim parts



A superb **gearchange** was a top feature, so check it's still that way; second-gear synchro is first to go. A grumbling noise on the move may be damaged diff gears



The flat-four's **cambelts** need to be replaced every 36,000 miles or three years, so check in the previous bills to see that it has been done. Oil smoke is likely to be worn valve guides; a rumble from the bottom of the engine may be a worn water pump (rock its pulley to check; a new one is £38). Carburettor meddling causes rough running



Sud began with single-choke Solex **carb**, then twin-choke Solex or Weber, and two twin-choke Webers on final performance models. All give reasonable economy



Check that oil from engine or 'box isn't going onto inboard front **discs**; incorrect adjustment after pad replacement and poor handbrake set-up are common



OE-spec **bushes** need to be in good nick to keep handling taut. If **steering** is stiff, replace the needle-roller strut top mount bearings. Check **suspension arms** for rot



Brakes should be excellent. Under-use is biggest cause of issues for rear **discs**; a hard application in reverse every so often will keep them sharp once freed off



Purity of the original lines was lost a little under spoilers and wheelarch trims, but late-model Suds are just as much fun to drive as the early cars

On the road

Given regular servicing (using the correct oil filter with a non-return valve), the boxer engines are long-lived, due to quality materials and low piston speeds – all but the final Sprint unit are massively oversquare. Regular cambelt replacement (one each side) is vital to avoid damage. Puffs of smoke on the overrun and on start-up indicate worn valve guides. Carburettors should need no attention until they're severely worn, but some people can't resist fiddling with Webers. Poor running is most likely to be down to an inexperienced person messing with the settings, inevitably more common with twin-carb models.

Gearboxes are sturdy, as long as the oil is changed every 24,000 miles. All tend to chatter at idle. Clutch replacement means dropping the engine and transmission, so confirm that it's in fine fettle. Check that all the electrical items work, especially the delicate steering-column switchgear; bad earths can cause issues throughout.

The superb handling, supple ride and refinement made the Sud the reference small saloon for a decade, so ensure that bushes and seals are in good order to keep it that way. Original ones are better than polyurethane, which is too hard.

Most jobs are straightforward for the DiY mechanic, but servicing the front brakes is tricky on twin-carb models, because accessibility is compromised. The stoppers should be excellent, so plan an overhaul if they aren't – little-used disc calipers soon seize. Upgrading earlier cars to the less vibration-prone front discs fitted post-July 1982 is easy enough; fitting post-'85 Sprint outboard brakes is possible, but unnecessary.



Handling should feel pin sharp, with light, precise steering

OWNER'S VIEW
Dave Armstrong



"One evening after finishing off a bottle of red, I decided to scan classic cars on eBay," says Armstrong, laughing. "There it was: a red 1983 Alfasud 1.5Ti Green Cloverleaf. I'd had four Suds when I was younger and always loved them. This one looked all forlorn and no one was bidding on it… 34 minutes later, the car was mine!

"It didn't look like this then. It's had a new bonnet, front wings, part sills, one inner wing rail, rear arches and a respray: not bad. Mechanically, it needed an exhaust, and one of the head gaskets had gone. I restored it nine years ago, sourcing parts from all over the world including Australia, Europe and America. The underside and cavities were extensively wax-injected and the car is holding up well – it gets driven in all weathers."

The knowledge

WHAT TO PAY

Show/rebuilt	£8500
Average	£3500
Restoration	£750

(Sprints command 15-25% more than saloons)

PARTS PRICES

Front wing	£105
Sill	£44
Good used 105bhp 1.5Ti engine	£350
Cambelts & tensioners	£82
Clutch kit	£98
Driveshaft (recon)	£120
Brake master cylinder	£125
Fuel pump	£131

CLUB

Alfa Romeo Owners' Club
01787 249285; www.aroc-uk.com

BOOKS

The Alfasud: A Collector's Guide David Owen, MRP **Alfa Romeo: Spider, Alfasud & Alfetta GT** David Styles, Crowood **Alfa Romeo Alfasud** Giancarlo Catarsi, Nada

SPECIALISTS

JustSuds 01257 794823 **Mr Sud** 01756 752848 **Alfasud & 33 Spares** 07928 748150 **MDZ Italtec** 01293 863853 **CP Garage Services** 01382 731479 **MGS Coachworks** 020 8645 0555 **Squadra Sportiva** 0049 4561 52531

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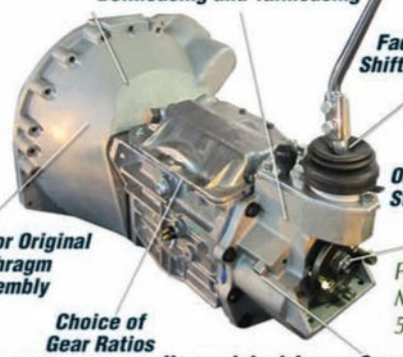
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TIMELINE

1971 Nov Launched at Turin Salon
1972 Apr Production starts; four-door added
1974 Mar New 2dr Ti model: 5-speed, spoilers, better seats, 68bhp, 0-60mph 12.9 secs, 99mph
1975 Giardinetta (estate) introduced
1977 May Sprint unveiled, with 1300Ti running gear; 5-speed gearbox for 4dr 5M and Giardinetta
Aug 1300Ti now 75bhp; 1286cc option on 4dr
1978 Mar Sprint 1.5 added **May** Series II: improved interior, plus 1351cc 1.3Ti, 1490cc 1.5Ti
1979 Feb Sprint Veloce: twin carbs, 95bhp
1980 Jan Series III: wraparound plastic bumpers; 1.5Ti Veloce gets twin carbs
1981 Feb Hatchback on 3dr
1982 Jun Hatchback on 5dr version; Gold Cloverleaf twin-carb 5dr
1983 104bhp Ti Green Cloverleaf; Sprint restyled
1984 Mar Alfasud saloon/hatch production ends; Sprint drops Alfasud name **Sep** Sprint front discs move outboard, rear drums replace discs, tube rear axle instead of pressed type
1987 Sprint receives 1712cc 118bhp
1989 Sprint production ceases

FACTFILE

Sold/number built 1972-'84/900,835 (plus 116,552 Sprints) **Construction** steel monocoque
Engine iron-block, alloy-heads sohc-per-bank 1186/1286/1351/1490cc flat-four, Solex single-choke or single/twin Weber twin-choke carb; 63bhp @ 6000rpm-104bhp @ 6000rpm 62lb ft @ 3500rpm-98lb ft @ 4000rpm
Transmission 4/5-speed manual, FWD
Suspension: front MacPherson struts, transverse link, anti-roll bar **rear** beam axle, coil springs, fore/aft Watt linkages, Panhard rod
Steering rack-and-pinion, 3.7 turns lock-to-lock
Brakes dual-circuit discs (f 10.2in, r 9.2in), with servo optional; standard from 1973
Length 12ft 10in (3912mm) **Width** 5ft 3in (1600mm) **Height** 4ft 5in (1346mm)
Wheelbase 8ft 1in (2464mm)
Weight 1822-2011lb (826-912kg) **Mpg** 24-36
0-60mph 14.1-9.9 secs **Top speed** 92-112mph
Price new £3620-4025 (1.3 Super-1.5Ti, 1980)

INSURANCE

£147.77, for a Londoner, 30: full no-claims/clean licence on an '83 1.5Ti as garaged 2nd car, agreed value £6000, 5000 ltd miles. RH: 01277 206911.

THE ALTERNATIVES



CITROËN GS/GSA
Also a flat-four but air-cooled, the GS gained a hatchback and five-speed 'box in 1979. Outstripped by Sud in performance, but spacious with high levels of refinement. Rot can be chronic.
Sold/no built 1970-'86/2,473,499 **Mpg** 23-36
0-60mph 17.6-13.5 secs **Top speed** 90-102mph
Price new £4399 (Pallas, '80) **Now** £1500-6000



VOLKSWAGEN GOLF
Successful Beetle replacement combined robust construction with hatchback and lively, durable transverse 'fours' driving front wheels. It does rust, but nothing like the Alfa.
Sold/no built 1974-'83/6,800,000 **Mpg** 28-36
0-60mph 17.8-9.6 secs **Top speed** 84-108mph
Price new £5135 (1.6 GTI, '80) **Now** £2-12,000

One to buy £12,950

Year of manufacture 1984 **Recorded mileage** 67,100 **Vendor** Karden, St Mary's Platt, Kent; tel: 01732 883113; www.karden.co.uk **For** Amazing condition and history **Against** Some trim items

This sharp Sprint 1.5 Green Cloverleaf was massively refurbished from a sound-looking car a few years ago; there are before and after photos of the work. The ongoing bills stop in 1998 at 64,000 miles and there's a gap in the MoTs in '04, putting the restoration in the past decade, with 3000 miles covered in that time. The full service book reads up to only the 60,000 visit (at 33,900 miles in '89), but eight more stamps continue on the inside back cover and loose sheets, to '94.

The rebuild involved lots of new metal including inner and outer front wings. It was pumped full of Waxoyl afterwards and is totally rot free.

The interior is good, let down by three details. There's the usual wear to the driver's-seat outer bolster, but the inner lower one has had a hard time too, the headlining is falling down behind the sunroof and the steering-column shroud is held together by tape. All of the rest is excellent.

The motor is clean and tidy, its coolant orange and mid-level in the header tank, while the oil is cleanish and just over 'Max'. It starts instantly and pulls smoothly with that distinctive boxer thrum, tracking straight through the delightful steering. The brakes are firm and the oil pressure when warm is 50psi at 3000rpm, with the coolant steady at 175°F. The gearstick sinks during acceleration, which could be an engine mount.

It might look pricey, but find another like this, with as much history. The MoT runs to 11 May.



Sprint's alloys are mint, but have ancient Michelin TRXs



Interior smart overall, bar some wear; dash hasn't cracked



Twin-carb flat-four is in fine, leak-free condition as well



Black details go well with red; alloys were standard on Ti Green Cloverleaf

Our verdict

Find a nice Alfasud, of any model, and you will enjoy an exceptionally satisfying car to drive that revels in enthusiastic treatment while remaining surprisingly sophisticated and practical to use. Values are still quite low despite their inevitable scarcity today, so try to pick one where the rot has been eradicated and adequate protection is in place to keep it at bay.

FOR
- Real chuckability
- Great sound from flat-four engine
- Remarkably refined
- Eminently usable everyday transport

AGAINST
- Beware rampant rust; it can recur after poor bodywork restoration
- Parts availability patchy
- Many bodged or modified

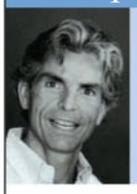
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What's your specialism? I have a preference for cars of which the history, ownership or condition are likely to appeal to buyers.

What's the best classic that you've ever owned? A 1973 Porsche 911. Like many pretty things in life, it needed to be handled with care.

What should readers buy now before prices go through the roof? Youngtimers. Cars such as the BMW M5 (E34), Z3 M Coupé, Mercedes E500 and Lancia Thema 8.32 were mechanically ahead of their time when launched. They are still very easy to drive and provide remarkable value for money.

What should they steer clear of? Nothing. Classics, like colours, trigger very strong emotions and so I believe that there is a car – and as a result, a driving experience – for everybody.

Is the market strong at the moment? Yes. A good classic will always manage to find a new home.

CASE HISTORIES Cars for sale we've tested this month



Austin Mini Cooper 'S' *p199*



1966 Ford Mustang *p204*



Jaguar SS100 replica *p211*

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

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Porsche 356 C 1965. Delivered new in France, Restored from bare metal by Lecoq. Original interior. Stunning.



Ferrari 330 GTC #11551. 1967. Grigio Scurro beige leather. Restored. Matching. Classiche Ferrari.



Ferrari 355 Challenge 1995 ex Charlie White UK 355 challenge 18000 kms



Ferrari 275 GTS #8015. Matching. Pino verde red leather.



Dino 246 GT 1972. #4662. Red with black leather. Real splendid car restored in Italia few years ago. Classiche Ferrari.

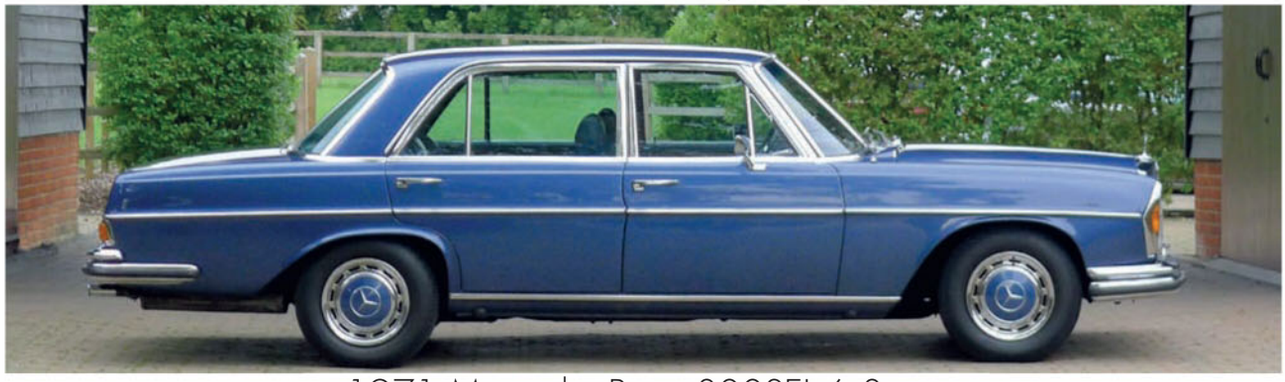
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1979 FERRARI 512 BERLINETTA BOXER - RHD



Delivered new to the UK market, via Maranello Concessionaires Limited, #25571 was specified with a rosso corsa exterior and nero interior. Uniquely presented with factory air ducts recessed into the front valance, it has travelled just 23,000 documented miles from new and has Ferrari Classiche certification. Freshly serviced by a marque specialist and presented with extensive books, tools and original special order equipment; this highly collectible, much admired 360 bhp, flat twelve, rear engined Ferrari, is immediately ready to be enjoyed. **£354,850**

2006 FERRARI 612 SCAGLIETTI F1A – RHD



#ZFFAY54C000146858 was delivered new to the UK market, via Charles Hurst Group, Belfast on August 15th 2006. Ordered with a grigio titanio exterior, matched to a bordeaux leather interior; this superb, RHD, understated, four seater, 530bhp grand tourer has travelled just 21,000 miles from new. Supplied freshly serviced, and with a complete main dealer history from new, this two owner V12, represents exceptional value; either for the Ferrari collector or as a discerning alternative to the everyday commute. Supplied with all books, tools, schedoni wallet, battery charger and tailored external car cover. **£94,850**

2005 FERRARI 575M HGTC – LHD



Delivered new on April 1st 2005, via Garage Foitek A.G. of Zurich and one of approx. one hundred chassis delivered to global markets, #ZFFBT55B000141262 has travelled only 9,000 miles, via two owners and is offered with complete ownership and service history from new most recently a cam belt service on 02/07/2015. Presented with a rosso corsa exterior, matched to a nero leather interior, carpeting and roll cage. Factory delivered with full HGTC specification, offering stunning enhanced performance

1976 FERRARI 308GTB FIBREGLASS – RHD



Delivered new to the UK market on August 1st 1976 via Maranello Concessionaires Limited, #19355 was specified with a rosso corsa exterior, nero interior and air conditioning. The second of just 154 RHD chassis delivered.. and presented with complete history from new, detailing just two owners in thirty five years. Documented 15,900 miles from new, a multiple FOCGB concours winner and undoubtedly the best RHD example of the tipo. Accompanied with all books, tools and a huge history file. **£230,000**

2000 FERRARI 456GT MODIFICATO MANUAL – RHD



#ZFFWP44C000118964 was delivered new to the UK market, via Maranello Sales Limited on May 9th 2000. Ordered with a Verde Zeltweg exterior, complemented by a beige leather interior; this immaculate, 442bhp, V12 four seater is equipped with a manual gearbox and one of only 33 delivered in the UK. Highly optioned at time of build, it has travelled just 35,600 miles from new and is supplied freshly serviced, with a complete marque specialist history. Presented with all books, tools and schedoni wallet. **£89,995**

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1973 Ferrari Daytona – RHD

1994 Lancia Delta Evo 11 - Giallo Ginestra

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'47 Bentley MKVI Sports Saloon A very appealing early car, Smart & Sound. Sold by us 10 years ago, has been used/enjoyed/improved, we've already driven 500+ miles! **£27,500**
1950 MKVI Park Ward DHC, Fabulous car upgraded to 4½ litre & high back axle ratio. Beautiful to look at and drive! **£125,000**

1958 Bentley S1 in Velvet Green Very correct & undisturbed, one owner 46yrs! Original beige leather, believed 96k miles; **£32,500.**
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1935 20/25 HJ Mulliner S/Saloon Handsome with twin side mounts & Louvred bonnet. Much recent work inc New Cylinder Head, Re-cored Radiator & Rewire – Just back from long holiday in Australia!
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AUSTIN MINI COOPER 'S'

Year of manufacture 1969 **Recorded mileage** 12,480
Asking price £21,995 **Vendor** Camberley Marine & Sports Car, near Fleet, Hants; tel: 01252 612245; www.cms-gb.com
WHEN IT WAS NEW
Price £719 **Max power** 76bhp **Max torque** 80lb ft
0-60mph 10.3 secs **Top speed** 98mph **Mpg** 28-34

Only 6329 Cooper 'S' MkIIs were made, and just 790 were home-market Austins such as this one, as confirmed by its Heritage Certificate. It was restored in the late '80s and rides on period magnesium Minilites, plus it sports a Downton head. It also has an EN40B steel crank, a 731 cam and a 3:1 diff (the standard is 3.44), though these might all be later additions.

It's never been reshelled, and the door fit is good. A concours judge would note: replacement sills without drain holes; jacking points blanked off; floors a bit wavy; gutter prep a tad messy. The rest of us would say "clean, solid car", and Mini sills should be seen as consumables because none will be original. A small crack in the bonnet paint was being sorted.

The car was converted to rubber-cone suspension during the rebuild, its rear subframe is very sound and the exhaust looks fairly recent. Those Minilites are shod with period Dunlops, which have plenty of tread but are old. The main brightwork is smart, the grille probably a repro, and the left sill/wheelarch trim is a bit chewed and discoloured (easy to replace).

Inside, the vinyl is excellent bar the usual glue marks in the headlining, plus rear pillar trim and a small split in the passenger squab, which will be repaired. It has new carpets plus a period rev counter and wood-rim wheel.

The tidy motor looks standard save for pancake air filters, with all the original heater trunking in place. Its oil is golden and well over 'Max', the coolant green and covering the tubes. It starts instantly and idles with that busy thrum typical of hot-cammed A-series. It's tractable enough, but give it more welly and it's a little hooligan, revving freely and surprisingly fast. The steering is super-sharp with no play, the brakes firm and the synchros are excellent, with a smooth gearshift. Oil pressure is 65psi, warm, with temperature at the cold end of 'N'. Marvellous. The MoT runs to 20 August.





SUMMARY

EXTERIOR
- Solid Longbridge shell; new sills

INTERIOR
- All factory and smart; one small split on passenger seat to be fixed

MECHANICALS
- Evidently extremely healthy

VALUE ★★★★★★★☆☆☆
For Nicely original; goes well
Against Those Minilites stick out a bit, and they need fresh rubber
SHOULD I BUY IT?
Definitely: if you want a very usable and rapid Mini without paying the price premium for a Mk1 Cooper 'S'. We would!

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2011 Fiat 500C Twinair Lounge RHD, £6,995

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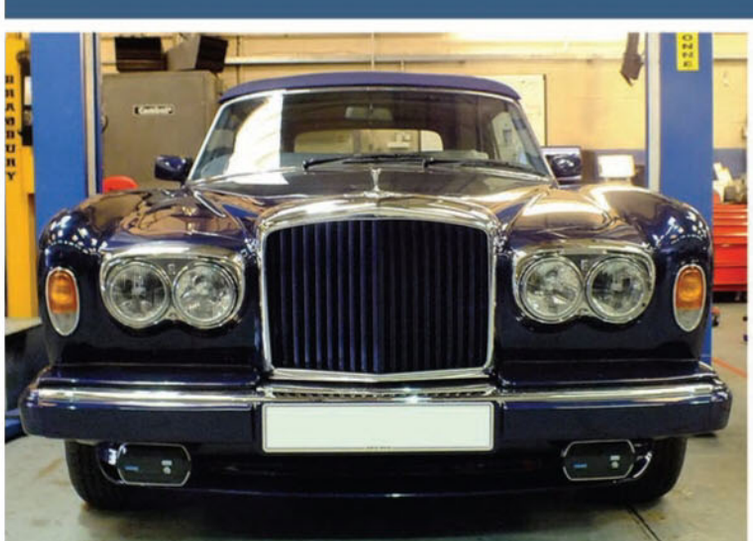
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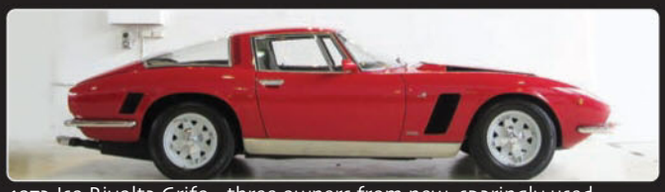




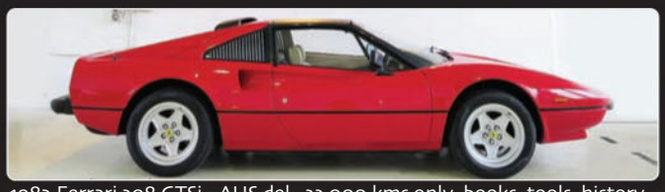
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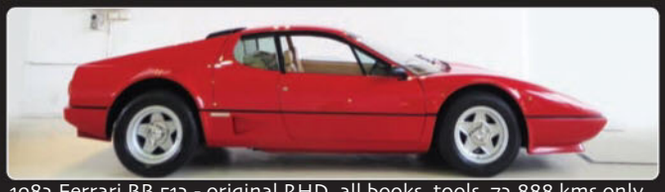
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WHEN IT WAS NEW
Price $2320 **Max power** 120bhp **Max torque** 190lb ft
0-60mph 12 secs **Top speed** 99mph **Mpg** 20

This charming old thing has led a charmed life, too – maybe by virtue of being a base-model straight-six three-speed, and it's escaped being made into a racer. Any '66 or earlier shell has FIA potential, and hotshoes like notchbacks because they're cheaper than fastbacks and allegedly stiffer.

This was a California car from San Jose manufacture that reached the UK in 2014, and in one family ownership until a year before that. The fairly indifferent repaint in the original colour has faded up top, but it's rot free, still with sharply defined spotwelds on the sill joints. The body is straight, apart from a light scrape behind the right headlight. The wheeltrims are new and the bumpers look repro, but they may have been added since the car landed here. The tyres are fairly recent Jupiter 205/70 radials.

Inside, where it has the optional front and rear belts plus emergency flashers (the switch is in the glovebox), it's factory bar the retrimmed (and matching) front seat covers. The carpets are a little grubby and the fade pattern indicates some sort of centre console was once overlaid, which suggests, along with the chrome air filter, that this might have been ordered with the Sprint package. The ArcticAir is aftermarket and doesn't work (no belts). The door top trims are a bit tired and one of the steering-wheel spokes is cracked, but it's all in keeping with a highly original car.

Under the bonnet, the 200cu in (3273cc) 'six' is tidy. Coolant is full and green, oil darkish and up to 'Max'. It starts easily and is lovely to drive. The 'box is basically a four-speed lacking its lowest ratio, so it can be tricky to get off the line, but it rumbles away happily at 60mph or so. With no slop in the steering, it's easy to place – perhaps the lack of power assistance for anything helps here. The gearchange is good, but you need a quick double-declutch if you want to snatch first on the move, and the firm brakes bite well, though probably not for long (drums all round). Oil pressure and ammeter needles sit in the middle of their gauges, while the temperature hovers just above 'C' in true Ford fashion. The MoT runs until December.





SUMMARY

EXTERIOR
- Dulled paint but no corrosion

INTERIOR
- All original except seat vinyl

MECHANICALS
- Not worn out; drives sweetly

VALUE ★★★★★★★☆☆☆

For Fabulous character; not high mileage; thoroughly sorted
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1963 Jaguar E-Type Series 1 3.8 Roadster

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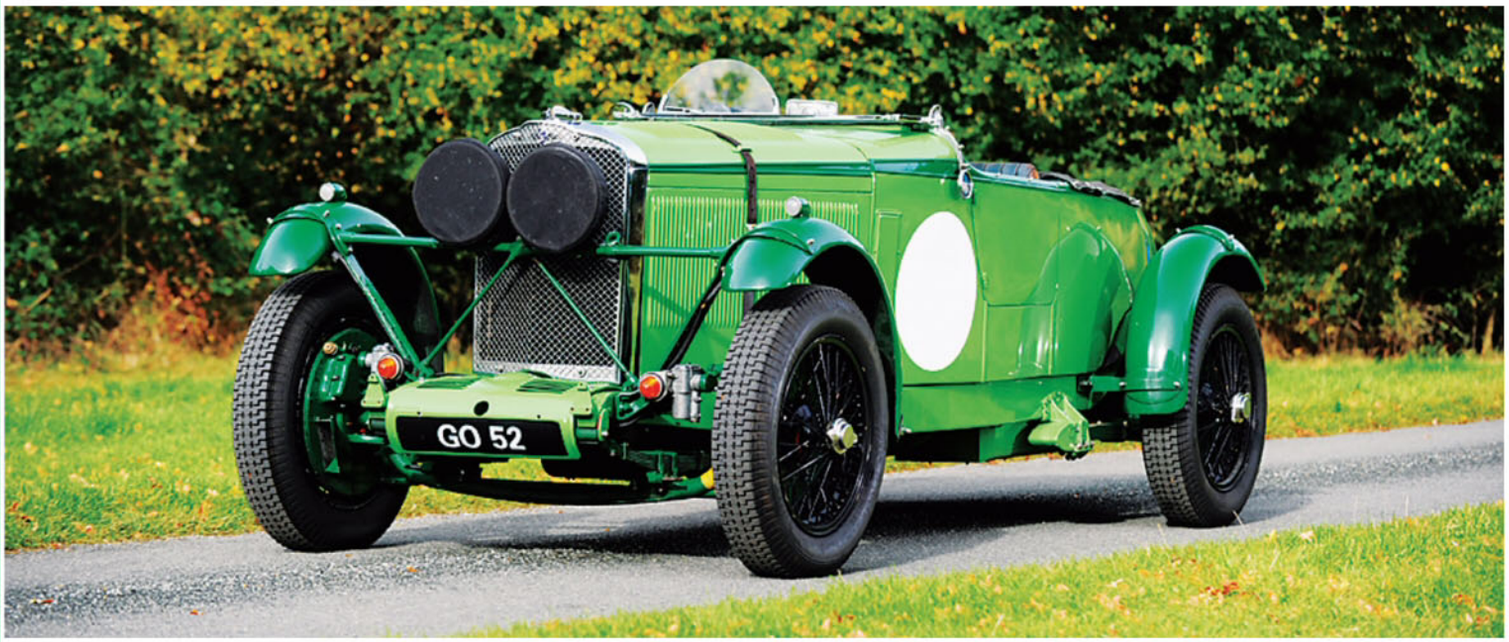


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FERRARI 365 GTS/4 DAYTONA SPYDER, 1972, Giallo Fly Yellow/Black, Matching numbers & colors, Borranis, Fresh cosmetic restoration, Ferrari Classiche Certified. ***$P.O.A.***



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The 110 is the last of the Roesch Talbots. With its elegant Vanden Plas body it must be one of the finest 1930s sports touring cars.



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The 3 litre is regarded many as the best car Lagonda made. This example is very a fine example of a sporting vintage motor car.



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WHEN IT WAS NEW (figures for SS100)
Price £463 15s **Max power** 125bhp **Max torque** c135lb ft
0-60mph 11 secs **Top speed** 101mph **Mpg** c20

This looks like an SS100 and uses all Jaguar parts… but it wasn't built by Jaguar. This perfect copy was constructed in the late 1970s or early '80s (there's a bill for tyres in '83, which is one of the last things you'd buy when building a new car) on a '48 Jaguar 1½-litre chassis, retaining that identity and using a correct type 3½-litre engine from a 1960 MkV saloon.

It looks spot-on in every respect – though maybe the wings are a tiny bit narrow or the wheels could use a little more inset – and comes with a vast amount of history detailing some of the build, plus all the info you'd ever need to take it to bits and reassemble it again. The previous owner kept the car for 24 years, and one of the four books lists all that he did to it.

The aluminium body is straight, with fine paint bar a couple of cracks on the rear wings. All the chrome is good. The front indicators are hidden in the sidelights and the wheels have been refinished in black because they "disappeared" in body colour. The tyres are decently treaded Gold Seals.

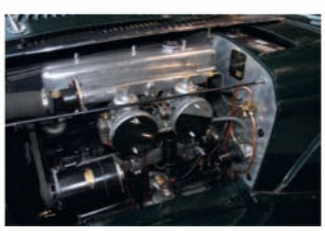
The leather is taking on a bit of patina, and a four-speed gearknob disguises a Tremec five-speed 'box, which is nice to have. Godin has added a new hood, and had a proper temperature gauge built, which matches the other dials. Neatly, the electric fan switch is built into the foglight one.

The motor is tidy, with coolant full plus fresh oil, and only chrome pancake air filters and a bright new chassis plate give the game away.

It starts on the button and gives an authentic driving experience, with a deep, satisfying burble from the exhaust, though the throttle pedal is awkwardly placed. Plus, wet roundabouts and crossplies quickly make you aware that the steering is very low geared, perhaps because it's still using the 1½-litre saloon steering box. Oil pressure is 75psi at any revs, with 55psi at a warm tickover, and the coolant is steady at 70°C.

Tall gearing – almost 40mph per 1000rpm in top, which it will pull from low revs – means this is a car in which you can definitely go places.





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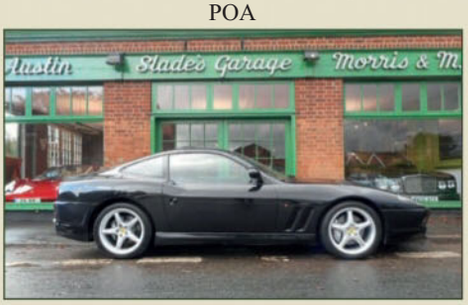
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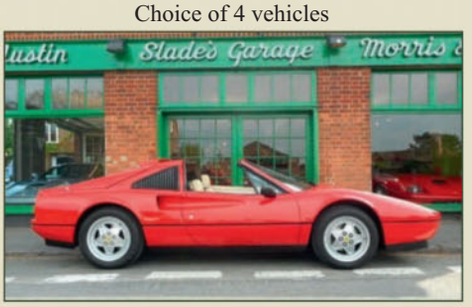
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1961 Aston Martin DB4 series IV finished in Kingfisher blue with tan hide interior. This car is a real pleasure to drive and has been the subject of a total restoration in the mid 90's and has remained in superb condition ever since. It sits on excellent chrome wire wheels and comes with a considerable history file containing numerous invoices and a copy of the original build sheet. A seriously sound investment at **£495,000**



1955 Aston Martin DB2/4 finished in Royal Blue with cream hide interior. Sold by us to the present Dutch owner in 2005, the car has been regularly maintained and used for motoring events in Europe. It has been kept in excellent condition and any inspection is welcomed. Please enquire for further details. **£195,000**



1990 Aston Martin Virage Coupe. A rare opportunity to acquire a beautiful example that has been serviced from new by Aston Martin Main agents and respected specialists. Finished in Buckingham Green with tan hide and fitted with automatic transmission, air conditioning and 5 spoke Volante alloy wheels, the car drives exceptionally well. It has covered just 53,000 miles and comes with a very detailed history file. **£55,000.**



1958 TRIUMPH TR3 finished in British Racing Green with new black interior with all new carpets and trim. This is a really superb example that has been beautifully kept by the previous owner and in 2002 the body and chassis were restored by Revington TR and the restoration completed by Manvers TR specialists in Suffolk. The engine runs very sweetly and maintains excellent oil pressure and the car feels good on the road. It will be apparent to anyone inspecting this car that a lot of time and trouble has been taken in bringing this car to its present condition. These cars are now an appreciating asset and this one is sensibly priced at **£28,950**

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1961 Aston Martin DB4 Series 3

finished in Silver Birch with Black leather interior trim. The car has a large history file including engine rebuild to 4.2 litres, gearbox and overdrive rebuild and respray.
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Alfa Romeo 2000 Spider Veloce 1978. This car was restored ten years ago with no expense spared, it is in fine condition and has a large file of invoices and history. The car presents and drives very well and will be sold with a full years MOT. 51000 miles. See website. **£16,950**



Lancia 1.3 Rallye S3 1976 with only 27000 miles and three owners this cars condition is superb. The car is in original condition both paintwork and interior and is a tribute to the care of the previous owners. The car appears to have been Ziebarted from new which would explain its immaculate condition. The car comes with its original handbook's 2 keys, service book and a large file of history. This is truly a one-off car and must be the best available. See website. **£16,950**



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Mini 1275 GT Downton Engineering 1973 Automatic, 1 owner 20,000 miles from new, all documentation including bill of purchase and conversion quotes and invoices from Downton Engineering when car was new, time warp vehicle, totally original and immaculate, much more info on website **£19,950**



MGB GT 1971 manual/overdrive virtually one owner until 2013 (Father & Daughter) exceptional condition, had a bare metal respray (including under bonnet) in 2013 with supporting photographs, confirming no new panels or welding during its life. Now looking very smart with its original trim with new carpets and a Motolita wheel (original with car). Unusually this car is fitted with the chrome Rostyle wheels which were an extra in period. This must be one of the best B's on the market, full details on website 9 months MOT **£10,950**



Mercedes 350SL 2003, silver, grey leather, 1 lady owner, 53,000 miles, panoramic roof, bluetooth, total Mercedes service history, superb car in outstanding condition. **£13,950**



Mercedes 500SL 1984, 2 owners 38,000 miles from new with total service history. Sold and serviced by Rivervale Mercedes for most of its life the car is quite outstanding in every way. The navy interior is 'as new' and show's little or no signs of wear, likewise the soft top. The car has the benefit of rear seats and belts. Massive history file, original books, keys, and hardtop. Totally stunning car in time-warp condition. **£34,950**



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This possibly isn't an original JPS (the livery remained an option after the first 100 commemorative cars were made), but it wears the paint scheme well. The cabin has been retrimmed in leather the same colour as the original oatmeal vinyl and velour, and the Big Valve motor was overhauled by Terry Hoyle at a cost of £4000. The previous owner kept a record of all the detailed fettling he carried out from 2006, too. Prior to that, there are lots of bills from Banks Service Station and from Paul Matty Sports Cars.

The Europa was rebuilt at some point on a new galvanised chassis, which is still excellent where you can see it. The paint is fine, with no stars or chips in the gel coat. Chrome is mostly good, bar the 'screen trim fading a bit. The alloys are unscuffed, shod with Goodyear NCTs having plenty of tread, though they date from 2002. There's an older SP7 on a steel as the spare.

Inside, the hide is taking on wear and colour, and there's a battery cut-off switch on the bulkhead. The dash wood is smart, with no cracks in the veneer, and there's a digital odometer indicating a replacement speedo.

The engine bay is tidy, and there's even a Big Valve cam cover – and both of the lid stays remain in place. The bill from 1998 includes £600 for a steel (EN19) crank, so the owner was pretty serious. Its coolant is a good level in the custom swirl pot/header tank, with oil mid-brown at 'Max'.

It takes a few goes to start, having stood, and idles in that typically lumpy Twin Cam way, but, once the misfire clears, it spins sweetly to the 6000rpm orange zone, and no doubt some way beyond. This unit has L1 cams that give power to 7500rpm, so it's probably putting out at least 130bhp.

The chassis is sublime: supple, taut and as responsive as a wired cat – probably due to the amount of care that was lavished on it. The gearchange is unusually slick, plus the brakes have easily enough feel and power to bring the front rubber controllably to the point of squealing. Oil pressure is 55psi warm, water temp a reliable 90°C. The MoT runs to mid-April.





SUMMARY

EXTERIOR
● No stars or chips; nice paint; windscreen trim has dulled

INTERIOR
● Leather just taking on character

MECHANICALS
● All new or fettled not long ago

VALUE ★★★★★★★★☆☆
For Well kept; drives beautifully
Against Getting in and out

SHOULD I BUY IT?
This is an exceptionally well-sorted Europa at less money but at least as good as a 'real' JPS edition. If that's too grey an area, you could always peel off the pinstripes…

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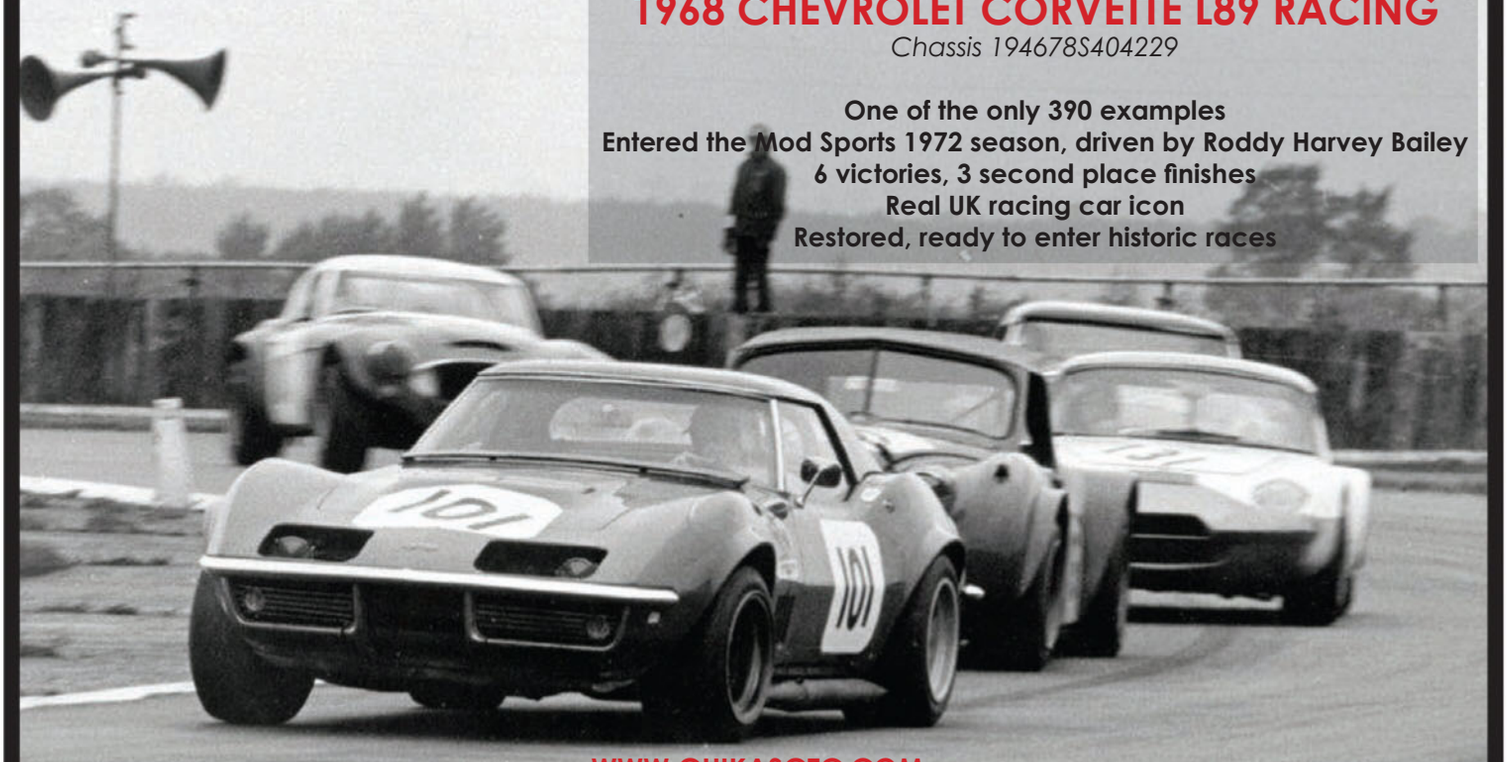
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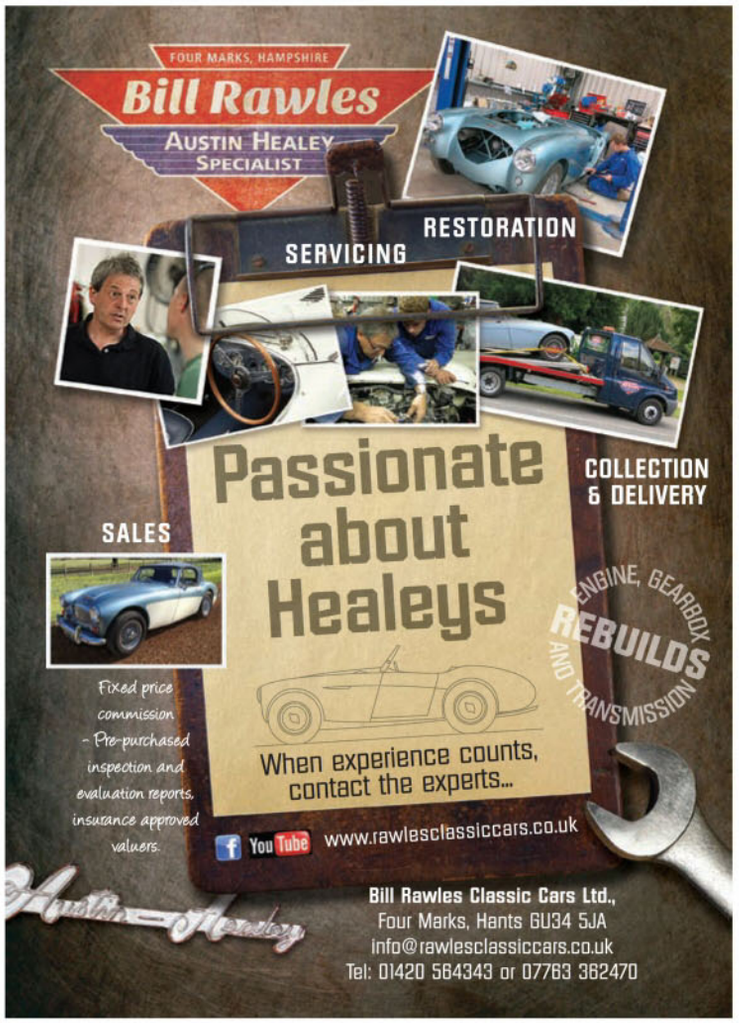


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- **Porsche 911 RS 2,7 :** Yellow, Touring restored by RUF to Lightweight specs, the very best driving RS
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Jaguar XK120 Alloy LHD - 1950

One of the only 240 produced in aluminium. This example is an original LHD version.
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Magnificent presentation in grey metallic and red leather interior.
Sparingly used and still in immaculate condition.

Price: 335.000 Euro



Hudson Italia LHD - 1953

The proptotype of a small futuristic looking series of only 25 examples coachbuilt by Touring in the typical Superleggera manner.

Won ASI 1st prize for best conserved classic at the 2014 Concorso D'Eleganza of the Villa D'Este.

Fantastic history initiated with test drives by Cici Anderloni and his sons, treasured by Hudson styling director Frank Spring and kept mostly original by only 2 long term owners before this Hudson Italia arrived in 2013 in Belgium.

A stunning and ultra rare collector's item!
Price: ASK



Jaguar XK 140 C-type Roadster LHD - 1956

The Jaguar XK everybody wants to own!

Frame-off restored 20 years ago. Upgraded with 4 Coopercraft disc brakes + brake servo (original drums come with the car). Also oil-cooler fitted.

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Mercedes-Benz 300 SL Roadster LHD - 1959

European specification 300 SL sold new in Portugal.

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Fiat 1800 Viotti Coupé Gran Lusso LHD - 1960

Ultra rare Viotti Coupé on the Fiat 1800 chassis.

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A perfect start for a conservative restoration.

Price: 95.000 Euro



Alfa Romeo Giulia Sprint LHD - 1963

Delicious Giulia Sprint sold new in Genoa – Italy respecting original colour combination of Gardenia White with still original excellent condition cloth interior.

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1972 Ferrari Dino 246 GTS, 43,000 mi, same collector owner for last 12 years, rare Medio Verde Metallizato (Medium Green Metallic), Tan leather, power windows, leather and a/c. Extremely well preserved and in excellent condition thruout. Drive or show and enjoy.



1956 JAGUAR XK140, Red/Tan top, matching #s, 3.4L motor, 4 sp, Heritage Certificate, sold new thru Charles Hornburg L.A., California. Older restoration. Spectacular not only to look at, but drives exceptionally well.

1958 PORSCHE SPEEDSTER, Beautiful example in original colors per CofA. Mechanically in outstanding condition. Previous owner a meticulous collector. Excellent for rallies with high reliability and 'fun' factor.





1988 Ferrari Testa Rossa, Red/Tan. 2 owners from new. 12,900 miles. 512 TR wheels. Full engine out belt service – December 2014. Outstanding mechanical and cosmetic condition. Looks, drives and performs virtually as new. Ready for the next adventure!

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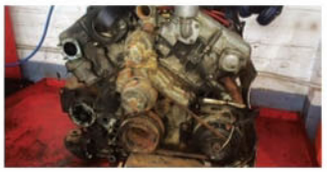
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Price £5802 **Max power** not disclosed **Max torque** not disclosed
0-60mph 10.8 secs **Top speed** 116mph **Mpg** 10-17

This Cloud has an interesting history: it was in one family until 2011 and, when their house was sold, the buyer managed to acquire the car, too, becoming the third keeper. It appears well looked-after, with the paint refreshed at some point and topped with nice hand-applied coachlines, but it's never been fully restored, so it's in that lovely 'just settling in' condition.

A previous owner kept records of every journey from 1974-'80 and 151,766 miles, and there are bills dating back to '74 – evidence of ongoing care. Most recently, a new exhaust and brake master cylinders were fitted by West Hoathly Garage, with the gearbox serviced and adjusted, too.

It sits nicely and presents well. The paint is smart apart from a couple of tiny cracks around the bootlid, which is better than average, and the chrome is good, with just the lower sill finishers a little squashed and rippled. The tyres are recent Avon Turbosteels, with an older crossply on the spare.

The hide is lightly creased, plus the headlining and veneers are excellent. There's an older, though probably not period, Blaupunkt, and the rear lights over the vanity mirrors still work – as does the clock, plus all four electric windows, which make stately progress in keeping with their station.

The V8 motor is clean and tidy, with various replacement hoses and clips and no leaks on the tiled floor where the car had been standing. There's surface rust on the front subframe, but there's plenty of grease around the wishbone pivots. The oil is dark and over maximum, coolant newly orange and full in the top tank, plus the hydraulic fluids are clean.

It starts easily, and is manageable even in tight Kensington streets. The auto behaves well, shifting fairly smoothly and holding the intermediates on command. Brakes are firm, with bite. Oil pressure is at the high end of normal, the temperature gauge slap central. It will come with a fresh MoT.





SUMMARY

EXTERIOR
- Newish paint; excellent chrome; sill finishers a little deformed

INTERIOR
- Retrimmed and really lovely

MECHANICALS
- Properly looked-after

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Maserati 4.9 Bora, 1977.



Lola T70 MK3 Coupe FIA, 1967.



Ferrari 348 GTS, 1991.

Alfa Romeo Giulietta Sprint Rally, 1962.
Chevrolet Corvette C2 FIA competition, 1965.
Chevron B16 BMW, 2004.
Ferrari 308 GTS carburator, 1970.
Ferrari 308 GTSi, 1972.
Ferrari 458 Aperta Speciale, 2015.
Ford Falcon FIA-racing, 1965.
Escort RS2000 BDA racing-car, 1972.
Jaguar E-Type Lightweight FIA, 1964.
Lancia Delta Integrale Grp-A. Ex Holzer.
Lancia Delta Integrale EVO2 Giallo Ginestra.
Porsche 911 2.4S Targa, 1972.
Porsche 911 SC 3.0 Rally, 1980.
Siata 300BC 1100 Barchetta, 1953.
Volpini Lancia Aprilia, 1937. MM entrant.
TVR Griffith 200/400, 1965.

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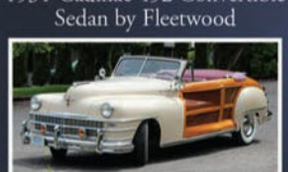
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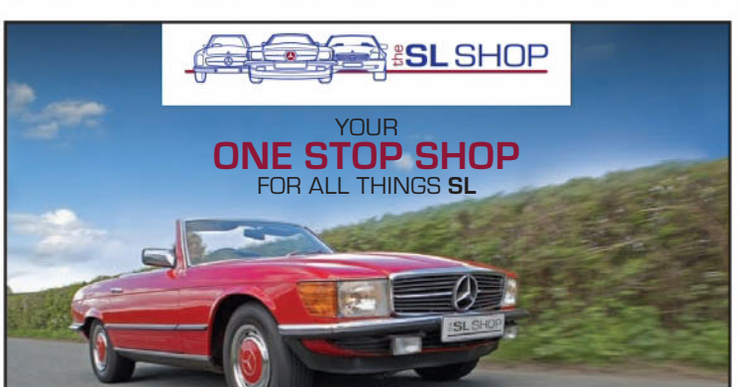
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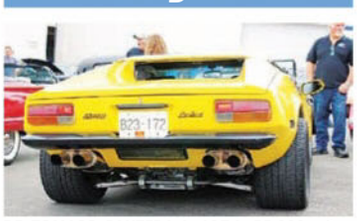
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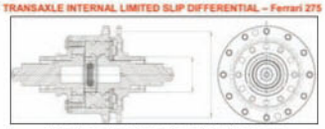
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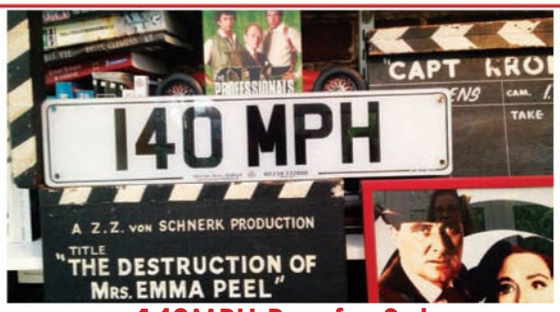
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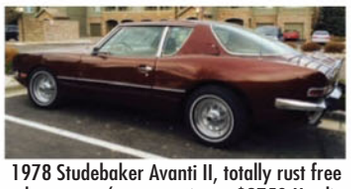
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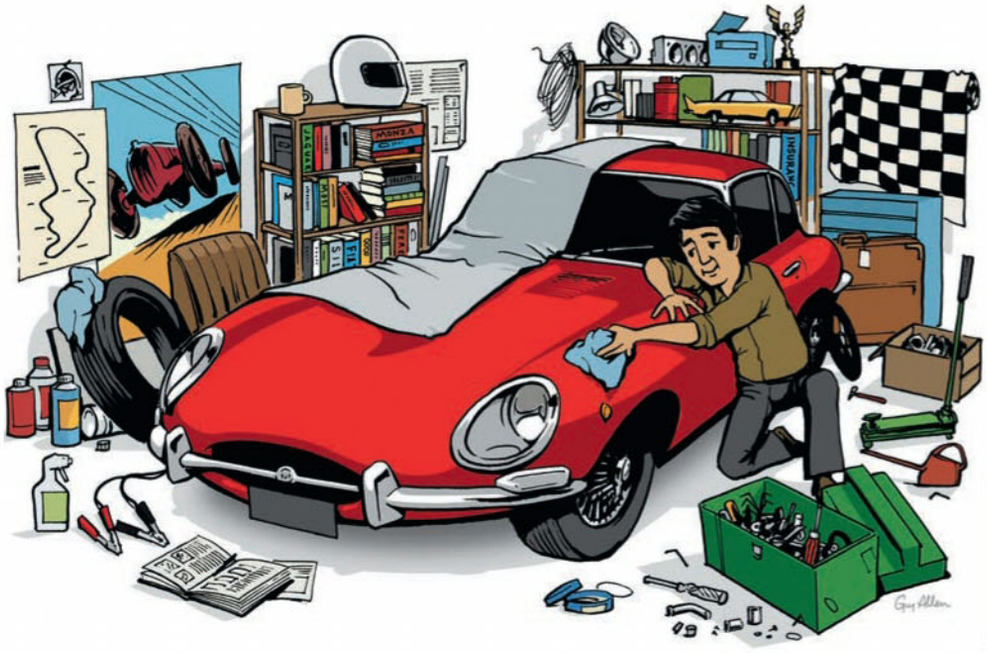
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FINANCE & INSURANCE	P240
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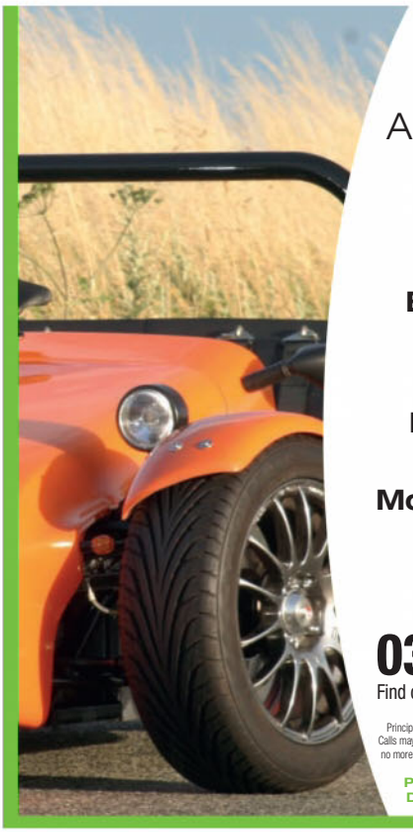
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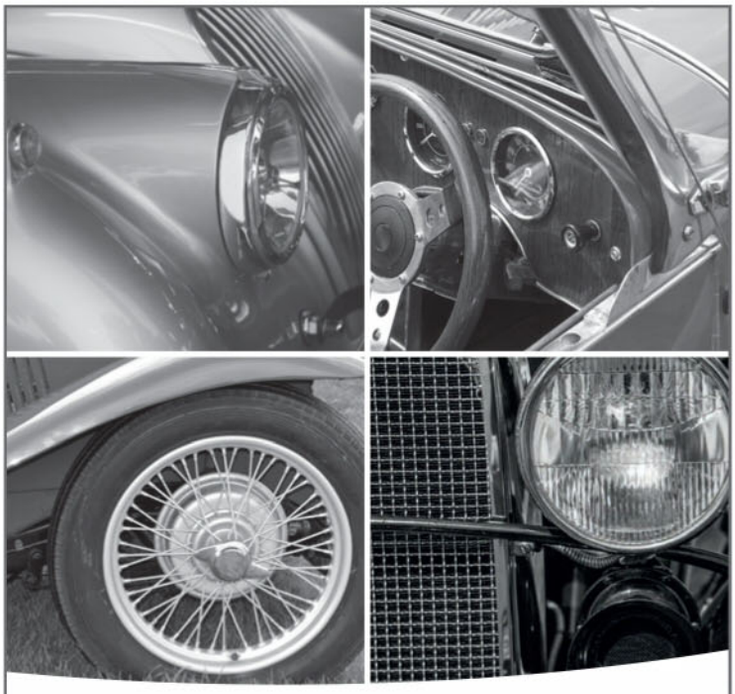
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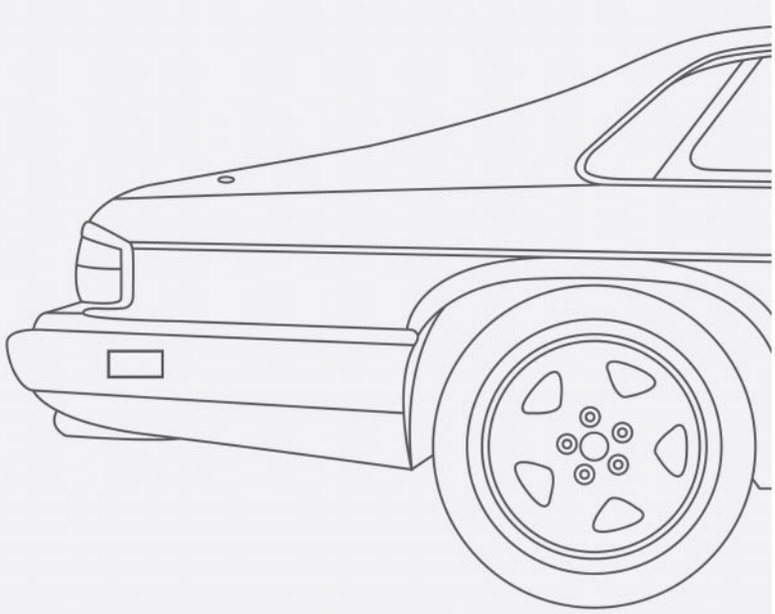
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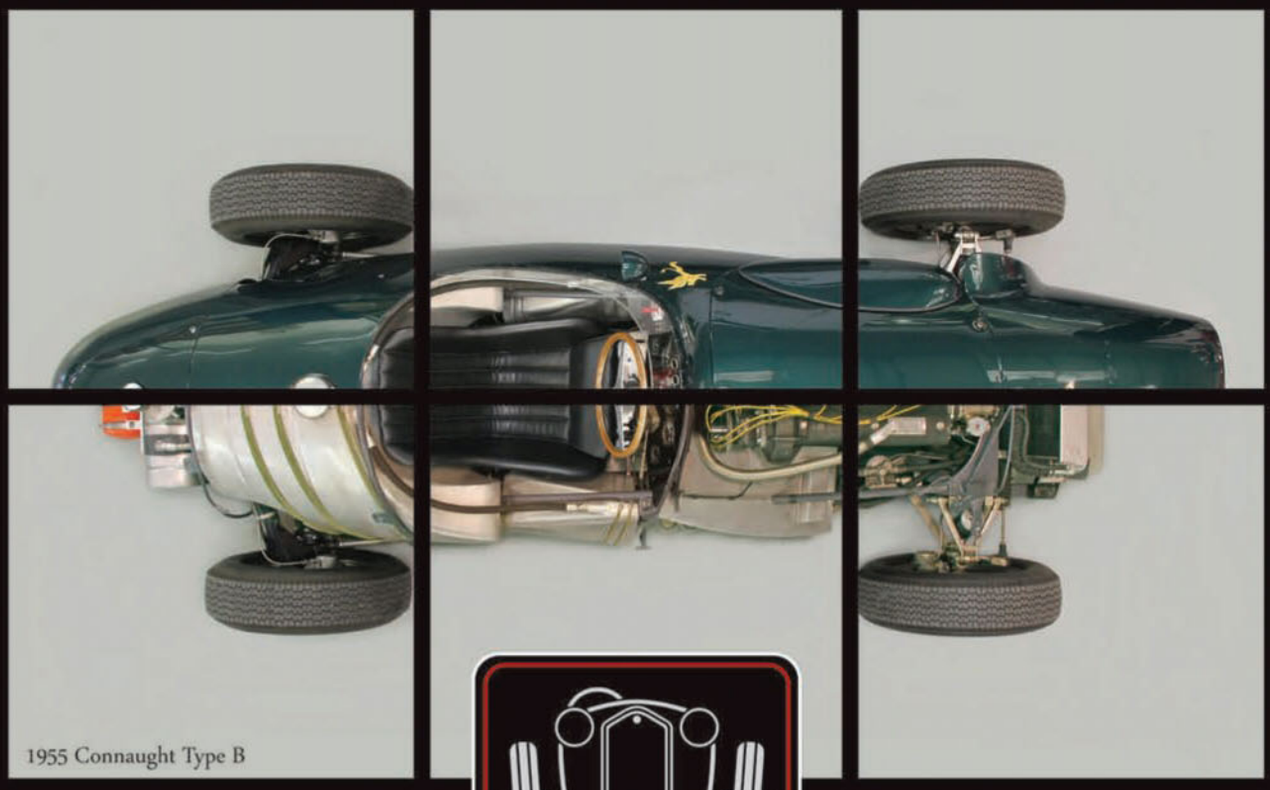
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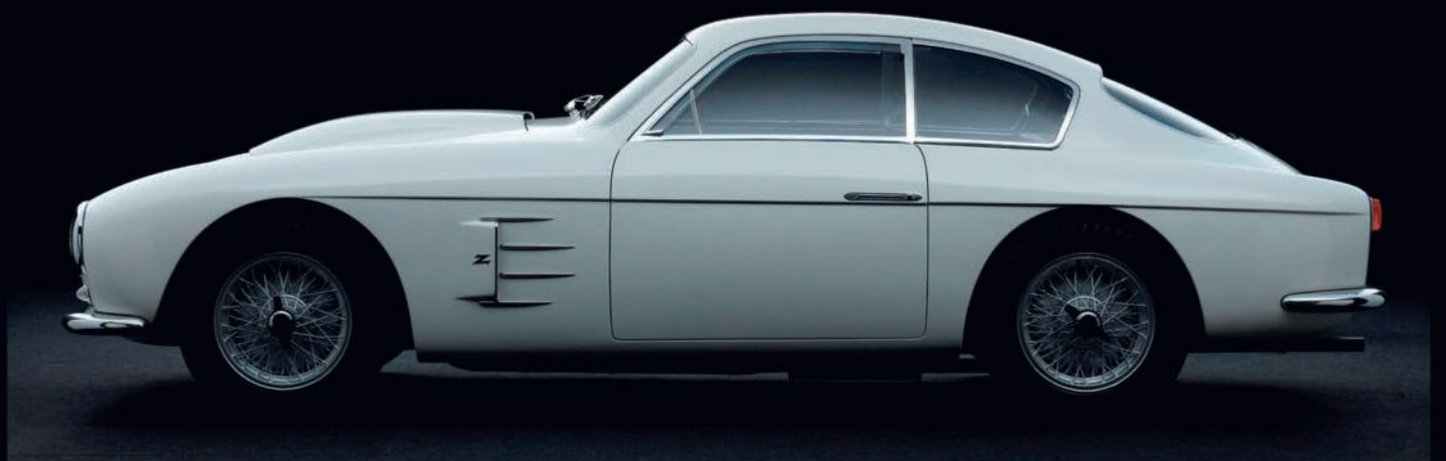

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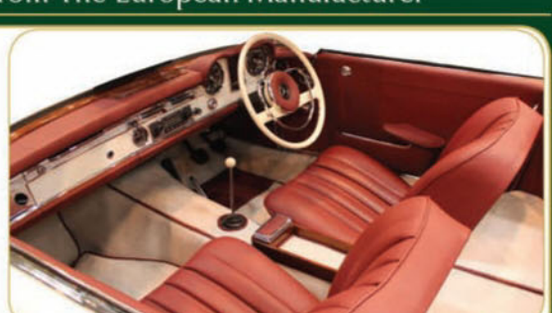
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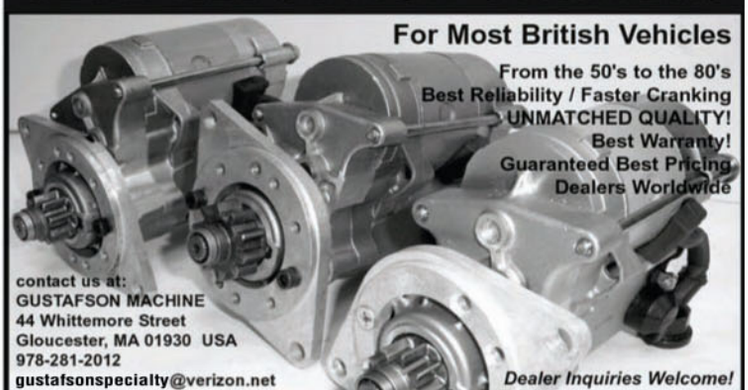
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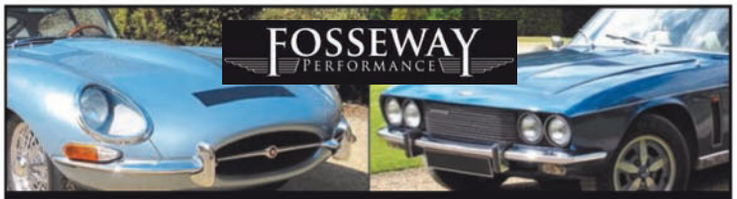
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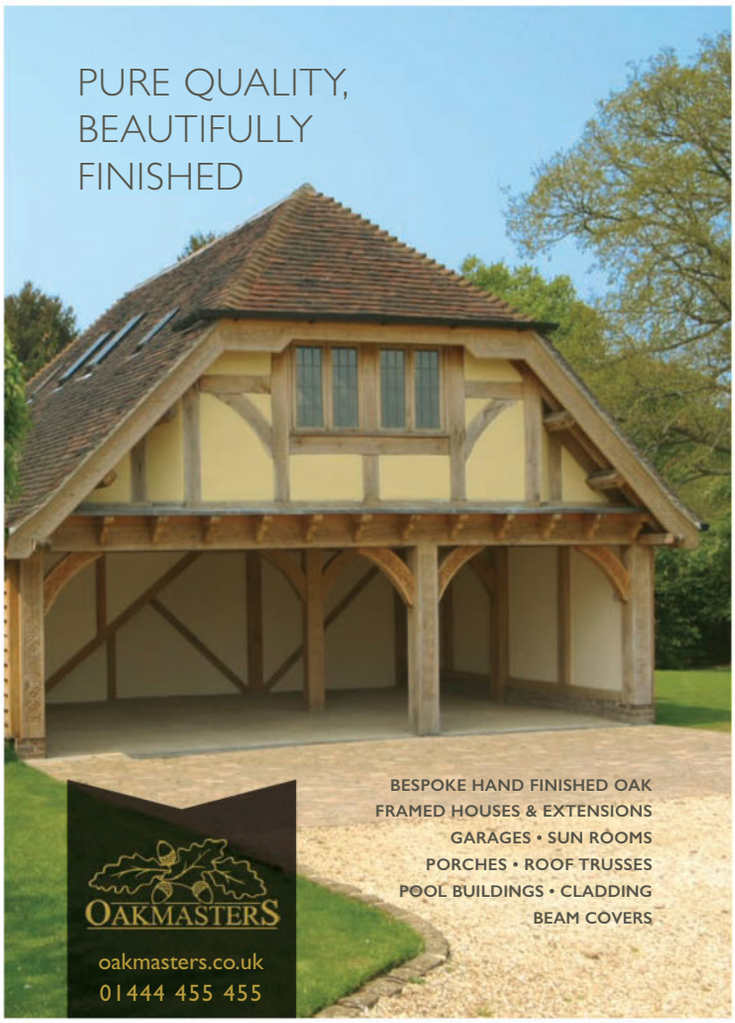
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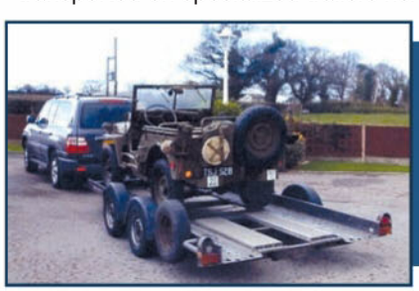
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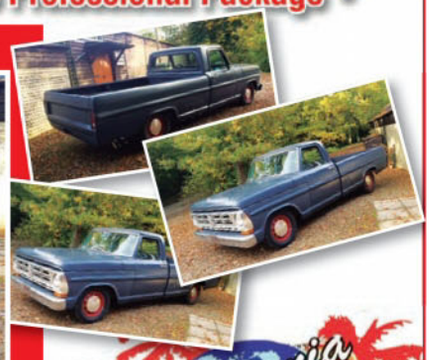
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de Cad's heroes

Irascible and a definite one-off, Geoffrey Goddard was among the most highly respected motorsport photographers of his – or any other – generation

Perhaps we've all become so used to the excellent quality of motorsport photographs today that we don't have to think how they came about. Photography used to be a rather hit-and-miss activity that required much 'bracketing' of exposures, guessing focus while panning with a long lens, and a decent dose of good luck. As motorsport itself became more civilised and refined, so cameras and their accessories become more portable and accessible.

Although I met him, I never actually saw that doyen of racing photography, Louis Klemantaski, in action. But I often witnessed Geoff Goddard, usually in the most vulnerable places, leaning in to get the closest shots available. Born in 1929 near what is now Heathrow, Geoff wasn't much of a student. But from a chance 1947 meeting with Klemantaski, he had a 35mm camera thrust into his hands and the die was cast as to what he would do for the rest of his life.

Geoff's father opened a travel agency and this prompted him to start a camera shop on the same premises. But his real joy was at the races, doing what he loved best. By 1951, Geoff's naturally good eye for composition – plus the preparation that put him in the right place at the right time – had brought his work to the attention of *Iota* magazine. When that became *Motor Racing*, Geoff was made photographer in chief. Armed with the world's best 35mm camera, the Leica, and a couple of screw-threaded lenses, he travelled around Europe and the British Isles making his presence felt at every race of note.

He was somewhat obstinate, stubborn, officious and opinionated. This seems to be par for the course with most of the cameramen and reporters that I met in period. Probably it's the same today because to get on in motorsport you cannot take 'no' for an answer. There is a story about Geoff that, in 1955, in the aftermath of the tragedy at Le Mans, he was so disgusted that a stand could still be selling food next to a makeshift mortuary that he vowed never to eat French cuisine again. Rather than break his vow, he travelled with British bread and fillings to produce his own sandwiches *en route* to France.



GP LIBRARY

A human apex: Goddard (far right) with Maurice Rowe and Laurie Morton

GEOFFREY GODDARD

Born 24 July 1929
Died 24 April 2006
From Heston, Middlesex
Career highlights Motorsport photographer for 30-plus years; established the Grand Prix Library collection of historic images

Alongside his own efforts, he was quick to realise how many glass and celluloid negatives were being lost to posterity through carelessness and ignorance. His collection of historical images is now well archived and available for study and use. I'm personally grateful to him for discovering the negatives of my 8C Alfa (page 166) when it was fresh out of Touring in 1932.

His own images are all but irreplaceable today, because access to get within feet of the action has gone for all time. I know from Laurie Morton, who was photographing for LAT back then, that both he and Maurice Rowe – and probably Nigel Snowdon – were all influenced by Geoff. And because his cues came from Klemantaski, the whole genre was very much a 'family' affair.

I had a commission myself in 1966, when I was supposed to be a rock 'n' roll photographer, to take some pictures of Denny Hulme racing for Sid Taylor in his Lola T70 at the TT at Oulton Park. I felt like a complete idiot staggering about with a Hasselblad and monster 500mm lens when a tasty Leica or the new Nikon SLR would have been perfect. Good job I took up racing rather than trying to emulate Geoff.

Perhaps the greatest accolades for Goddard's images have come from those he captured on film – both Surtees and Moss much valued his work. Personally, I like the simplicity of his Targa shots. I know he and the gang had a great time in Sicily whenever they went down.

Doing a job you totally love in an atmosphere of kindred spirits. Hmm… there's a message for all of us in there, I think.

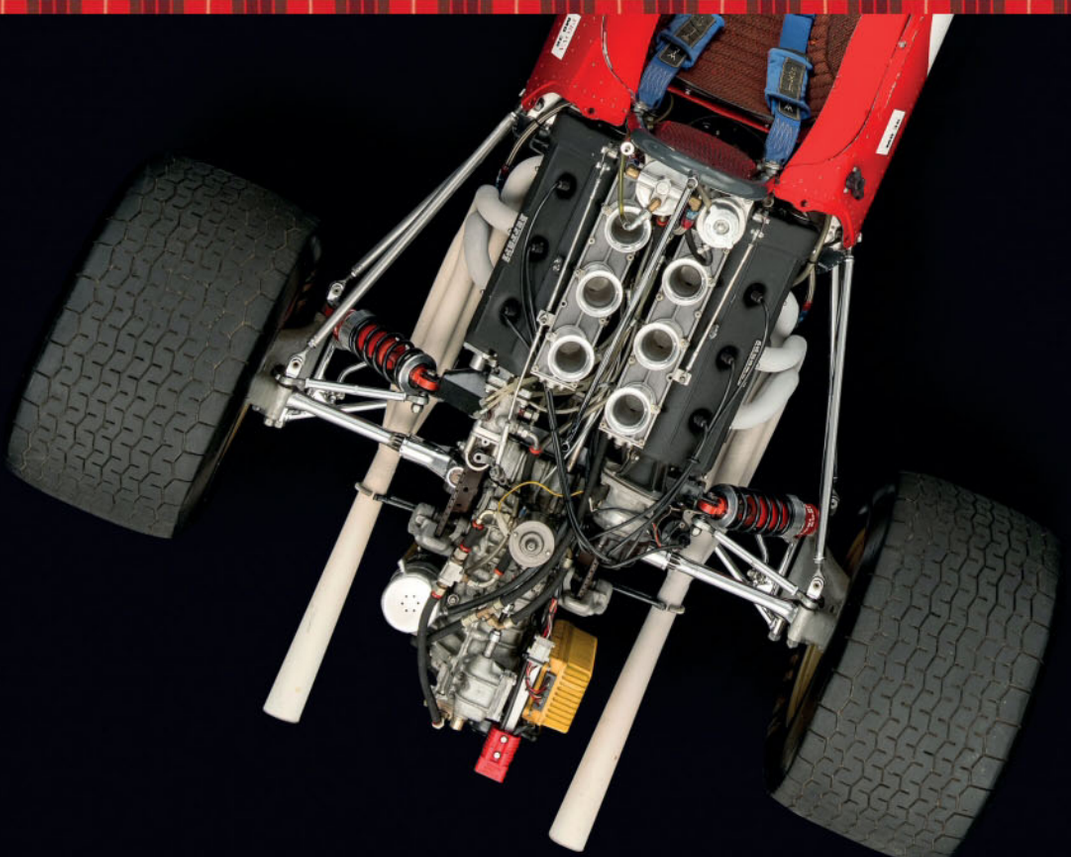


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